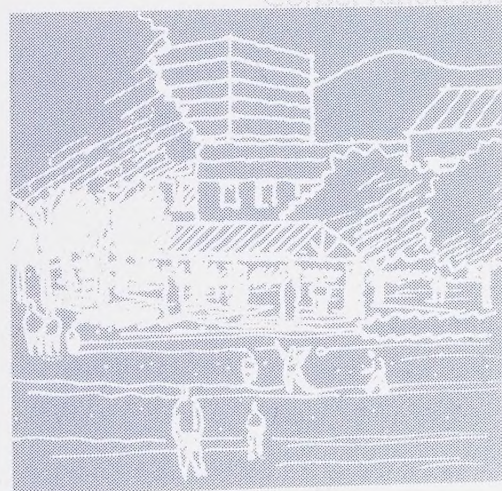
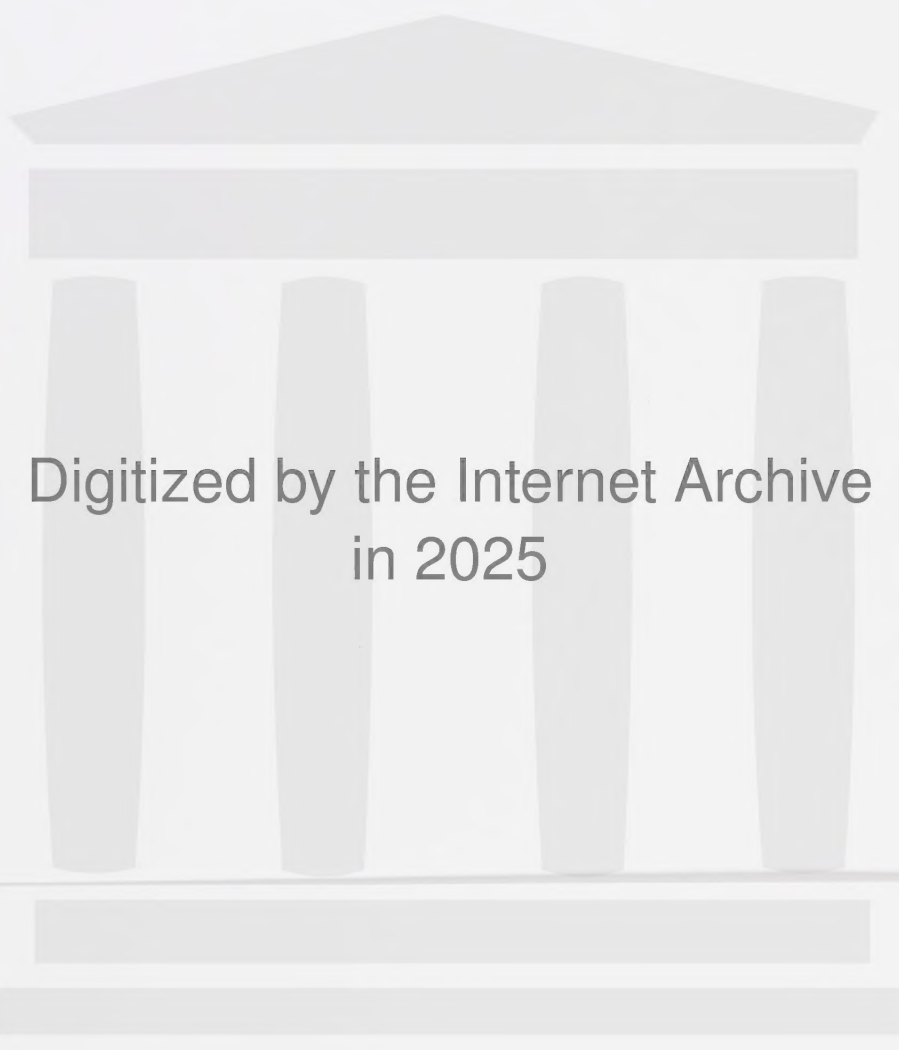




SAN RAMON

General Plan





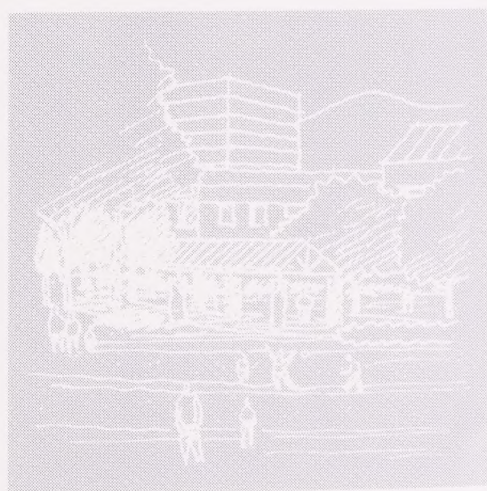
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General Plan



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SAN RAMON

General Plan

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Adopted October 24, 1995

City Council

Gregory L. Carr, Mayor
Curtis L. Kinney, Vice Mayor
Patricia Boom
Mary Lou Oliver
Hermann Welm

Planning Commission

Sara A.L. Kimber, Chair
Dave Hudson, Vice-Chair
Jim Livingstone
Gene Sylls
Patrick Tuohy

General Plan Land Use Map



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Legend

RESIDENTIAL

- Ranchettes (5 acre minimum)
- Residential Low Density (0.2 to 3 units per net acre)
- Residential Low Medium Density (3 to 6 units per net acre)
- Residential Medium Density (6 to 14 units per net acre)
- Residential Medium High Density (14 to 22 units per net acre)
- Residential High Density (22 to 30 units per net acre)

OFFICE, COMMERCIAL, AND INDUSTRIAL

- Office
- Retail Shopping
- Thoroughfare Commercial
- Commercial Services
- Commercial Recreation
- Manufacturing and Warehouse

COMMUNITY FACILITIES AND OPEN SPACE

- Public and Semipublic
- Parks
- Open Space

MIXED USE

- Mixed Use
- City Center

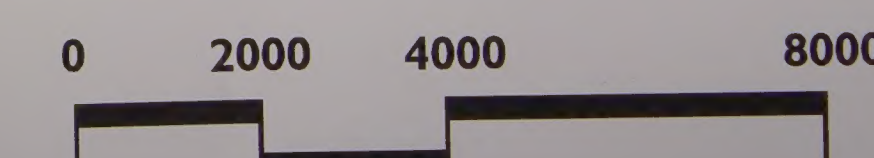
* **Potential Site for Community College**

..... Planned Streets

..... City Limits

----- Sphere of Influence

- School
- Church
- Hospital
- Fire Station



Last Amendment Date:

October 24, 1995

RESOLUTION NO. 95-114

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON APPROVING GENERAL PLAN AMENDMENT NO. 95-003 TO UPDATE THE GENERAL PLAN

WHEREAS, on November 19, 1986, the City of San Ramon adopted the 1986 General Plan pursuant to Government Code Section 65300, et. seq.; and

WHEREAS, the General Plan has been amended twenty-one (21) times since its adoption in 1986 pursuant to Government Code Section 65358; and

WHEREAS, local, subregional, and region-wide data upon which location, type and intensity of land uses are based has changed since the City adopted its General Plan in 1986; and

WHEREAS, on August 20, 1990, the City adopted Ordinance 197, a general plan amendment by initiative which required changes to several elements of the General Plan; and

WHEREAS, in September 1990, the General Plan Update Committee was created to update the General Plan to incorporate all general plan amendments and update data and policies to reflect current attitudes of the community; and

WHEREAS, in March 1991, the work on the update of the General Plan was discontinued, and began again in 1993; and

WHEREAS, on May 11, 1994, the City entered into the "Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report" ("Settlement Agreement"); and

WHEREAS, general plan amendments required by the Settlement Agreement have been incorporated into the updated Draft General Plan; and

WHEREAS, in August 1995, the General Plan Update Committee completed its work on the Draft General Plan Update; and

WHEREAS, three public workshops were held on September 14, September 18, and September 30, 1995 to ensure full public involvement in the preparation of the updated Draft General Plan, pursuant to Government Code Section 65351; and

WHEREAS, on September 27 and September 28, 1995, the Parks and Community Services Commission and the Transportation Advisory Committee, respectively, reviewed and provided input on the Draft General Plan Update regarding those elements within their scope of interest and purview; and

WHEREAS, the Planning Commission held duly-noticed public hearings on the subject General Plan Amendment on September 19, 1995 and October 3, 1995, where all pertinent plans, documents and materials were considered by the Planning Commission and public testimony was solicited; and

WHEREAS, on October 3, 1995, the Planning Commission recommended that the City Council approve GPA 95-003 pursuant to the Planning Commission's recommended changes and to the required findings; and

WHEREAS, the City Council held duly-noticed public hearings on the subject General Plan Amendment on October 10, 1995, and October 24, 1995, where the Planning Commission's recommendation, and all pertinent plans, documents and materials were considered by the City Council and public testimony was solicited.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby approve GPA 95-003 as the General Plan for the City of San Ramon as amended, comprising text, tables, figures, the General Plan Map, and the Technical Supplement, including the full text of the Housing Element and the Negative Declaration with Mitigation Measures, pursuant to the following findings:

1. The Draft General Plan is a comprehensive, internally consistent, and long-range statement of policies.
2. The health, safety and welfare of the City and its residents will be enhanced through the adoption of such policies.
3. The update of the Draft General Plan has been processed according to the applicable provisions of the California Government Code and the California Environmental Quality Act of 1970, as amended (CEQA).
4. The update of the Draft General Plan is subject to CEQA, and a Negative Declaration with Mitigation Measures has been prepared.

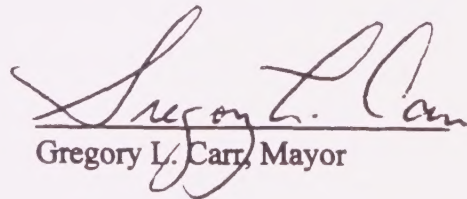
PASSED, APPROVED AND ADOPTED on this 24th day of October 1995, by the following vote:

AYES: Councilmembers Boom, Kinney, Oliver, Welm, and Mayor Carr

NOES: None

ABSENT: None

ABSTAIN: None


Gregory L. Carr, Mayor

ATTEST:

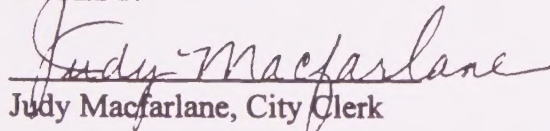

Judy Macfarlane, City Clerk

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Introduction



Introduction

San Ramon's General Plan builds upon the accomplishments of the past, and states the City's desired pattern of preservation and community development for the next 15 years. It is the City's framework for future decisions. This framework is based upon guiding and implementing policies, which are a carefully balanced, internally consistent set of goals and objectives that express the future vision of the community.

This General Plan identifies issues and trends that will influence San Ramon as it continues to evolve into a mature city with a small town atmosphere. The Plan is general and flexible enough to allow for future change, but specific enough to inform residents and decision-makers of the City's policies regarding the use of individual properties.

*"The time has come," the Walrus said,
"To talk of many things:
Of shoes - and ships - and sealing wax-
Of cabbages - and kings-
And why the sea is boiling hot-
And whether pigs have wings."*

"The Walrus and the Carpenter"
by Lewis Carroll

1.1 REGIONAL SETTING AND PLANNING AREA

San Ramon is located in southern Contra Costa County, surrounded by the communities of Danville, Blackhawk and Dublin, and unincorporated lands in Alameda County. The City encompasses 11.2 square miles within its corporate boundaries. To the west of the City are primarily undeveloped hillsides rising to over 1,000 feet elevation. East of the Dougherty Hills are vacant lands that will some day be developed with homes, schools, shopping centers and parks. San Ramon is located along the Interstate 680 corridor, linking it to other parts of the San Ramon Valley, Central Contra Costa County to the north, and San Jose to the south. The City's proximity to the intersection of Interstates 680 and 580, along with its regional employment center, Bishop Ranch, makes San Ramon an integral part of the Bay Area economy. This regional context is important because it emphasizes the need to enhance the City's own identity while participating in the continuing maturation of the larger Bay Area region.

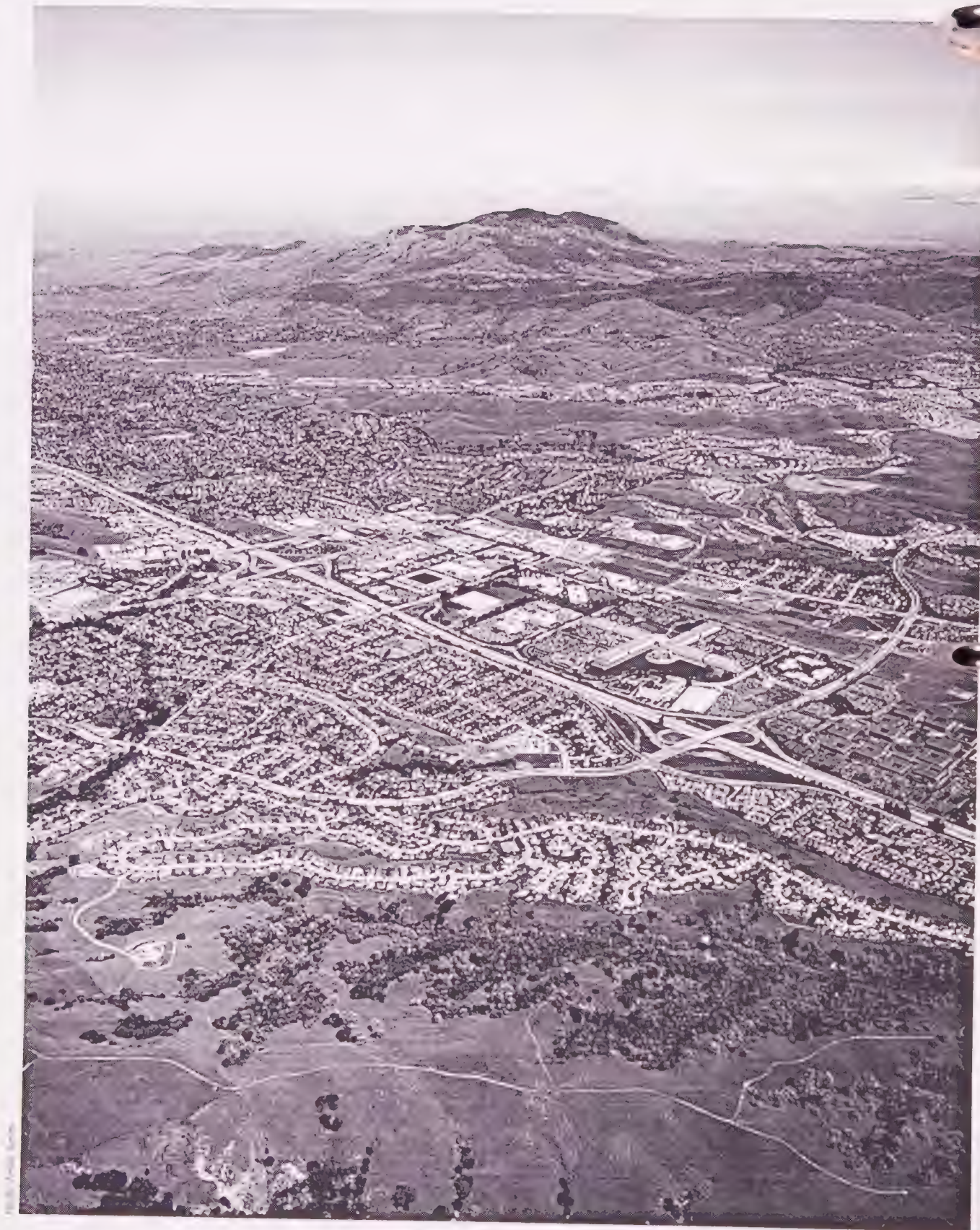


Figure 1A shows San Ramon's regional setting and Planning Area. The boundary of the Planning Area is contiguous with the City's municipal limits plus its Sphere of Influence boundary. The Sphere of Influence (SOI) is set by a local governmental body called the Local Agency Formation Commission (LAFCo) whose principle function is to review annexation requests and to promote orderly urban development patterns. The Knox-Nisbet Act of 1972 directs LAFCo to establish spheres of influence as a representation of the probable ultimate physical extent and urban service area of cities. In San Ramon, three locations lie outside the City's limits and within its SOI: the Bollinger Canyon, Westside and Dougherty Valley subareas.

Regional Setting and Planning Area



Fig. 1A

1.2 NATURE AND FUNCTION OF THE GENERAL PLAN

San Ramon's first General Plan was adopted in 1986. During the past ten years, the City has completed many of the objectives it set out to accomplish in its early days as a newly-incorporated urban entity. The City is almost entirely developed with little vacant land remaining within its boundaries. However, development on vacant land is important for directing the course of the future and for improving the balance of land uses. It is the goal of the General Plan to address these issues by establishing "Guiding Policies" which state the City's philosophy, and "Implementing Policies" which represent commitment to action. This Plan seeks to establish a balance between the needs for new development and the preservation of the City's high quality of life.

A general plan lays the foundation upon which all land use decisions are based. State law requires each city and county to adopt and maintain a general plan consisting of seven elements (land use, circulation, housing, open space, safety, conservation and noise) that must be consistent with each other. Optional elements, such as Parks and Recreation, and the Public Facilities and Utilities Elements, also must be internally consistent. And, actions taken by the City must be consistent with its general plan.

The San Ramon General Plan is not a compendium of ideas, hopes, and wishes: it is a map with carefully worded policies, which are sometimes accompanied by explanation to make the reasons for the policies clear. The Plan has three functions:

1. To enable the City Planning Commission and City Council to establish long-range development policies;
2. To provide a template for judging whether specific private development proposals and public projects are in harmony with City policies; and
3. To guide other public agencies and private developers in designing projects that are consistent with City policies.

State law requires a general plan to be:

Internally Consistent: All elements contained within a general plan must complement each other. This means that a general plan's assumptions, projections and standards should be uniform and consistent. For example, if the land use and housing elements are based on two separate population projections prepared at different times, their policies may conflict.

Long Range: Since the general plan affects the welfare of current and future residents, a plan must look beyond the immediate horizon. A long-term perspective allows a community to determine objectives based upon projected conditions and future needs, and establish long-term policy for everyday decision-making based upon the objectives. In order to create a useful context for development decisions, San Ramon's General Plan looks ahead for 15 years, that is, up to the year 2010.

Comprehensive: A comprehensive plan covers a city's entire Planning Area, and addresses the broad range of issues associated with a city's development, including physical, social and economic concerns.

A general plan (maps and text) can be amended as often as four times each year (Government Code § 65361) and should be revised at least every five years. This General Plan is accompanied by a Technical Supplement, which includes the full text of the Housing Element, the fiscal analysis for the General Plan, and the Negative Declaration on the General Plan. Except for the Housing Element, the contents of the Technical Supplement are not part of the adopted General Plan and do not require hearings on revisions.

The General Plan is implemented by the weekly decisions of the Planning Commission and City Council as required by the zoning and subdivision ordinances, specific and redevelopment plans, and the City's capital improvement program.

The Zoning Ordinance includes detailed use classifications and standards. The Zoning Map must be consistent with the Land Use Map, but will not be identical to it, particularly in areas where changes in use are anticipated during the 15-year time period of the General Plan. The General Plan text includes policies that will require revisions to current zoning regulations.

General Plan policies represent the City's statements for the desired development of its entire Planning Area. Land inside and outside the corporate boundary is treated equally. Unless stated otherwise, all Plan policies refer to the entire Planning Area or individual subareas, regardless of the agency having jurisdiction at the time of Plan adoption.



1.3 PUBLIC PARTICIPATION

The General Plan Update process was based on the principle of public participation. Work on the Update began in September 1990, with the creation of the General Plan Update Committee, whose members included two City Council members and two members of the Planning Commission. The Committee met several times, to review background data and information, and to assist in revising the elements. Concurrent with the Committee meetings, public workshops were held to review the planning issues and options regarding each element, and to solicit new ideas and hear concerns of interested citizens. In addition to these efforts to encourage public participation, two opinion surveys were mailed to every household in the City, to gain a better understanding of residents' opinions about their neighborhoods and the community as a whole. Public hearings were held with the Planning Commission and City Council, at which time further testimony was considered, resulting in this final version of the updated General Plan.

1.4 USING THE PLAN

Two types of policies are included in the Plan. **Guiding Policies** are the City's statements of its goals and philosophy. Taken together, the guiding policies describe the vision of San Ramon that the Plan seeks to achieve. These policies establish the basis for the implementation of programs specified in the Plan and others for which a need may become apparent as the Plan is used.

Implementing Policies represent commitment to actions consistent with their associated guiding policy. These policies reference existing programs and establish new ones, translating the guiding policies into a framework of objectives within which land use decisions are made.

Text and policies within each element are organized by subject. The Land Use Map is located in the inside pocket of the General Plan binder.

San Ramon General Plan

Growth Management Element



Growth Management Element

San Ramon's General Plan embraces the philosophy that growth must be balanced with the provision of public services and facilities. This philosophy, and the policies and standards set forth in this Element, are the foundation for all land use goals and objectives described in each of the subsequent General Plan elements. The purpose of the Growth Management Element is to assure that development will not result in the deterioration of needed services and infrastructure.

*You will find no new lands,
you will find no other seas.
The city will follow you.*

"The City"
by C.P. Cavafy

Management of growth has always been a concern in San Ramon. The City's first General Plan discussed the need to plan new development in accord with the availability of public facilities and infrastructure. This early growth strategy has evolved into a comprehensive, long-range plan that includes performance standards, capital improvement programs, development mitigation programs and financing programs.

San Ramon's growth management policies are also consistent with the "Contra Costa Transportation Improvement and Growth Management Program" (Measure C), approved by Contra Costa voters in 1988, which requires cities to:

- Adopt and apply traffic level-of-service standards to the local network system.
- Adopt performance standards for police, fire, parks, water, flood control, and sanitary sewer facilities.
- Adopt and implement a transportation demand management (TDM) ordinance.

- Adopt a five-year, capital improvement program that lists projects, their costs and funding mechanisms.
- Ensure that new development “pays its own way” through the adoption and implementation of fee mitigation.
- Address housing options and job opportunities at the local, regional and county level.
- Participate in a cooperative, multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development.

San Ramon's Growth Management Element incorporates the above-described requirements and augments many Measure C standards with more stringent controls, based on the particular concerns the City, its leaders and its citizens have to maintain the City's quality of life.

2.1 GROWTH STRATEGY

Growth strategy means working with the residents of San Ramon and the development community to accommodate economic and population growth, without diminishing the quality of public services, facilities and lifestyle that are enjoyed by those who live here. San Ramon must plan to provide services for development considered desirable and beneficial to the City. Growth management policies and performance standards will be used as tools to manage all development within San Ramon.

Growth should be limited to areas of infill and land that is contiguous to developed areas within the City, and in rural subareas that have been planned for future growth. Development projects must comply with all City goals, policies and adopted performance standards. Development review procedures shall document that each of the City's performance standards will be met and detail how required public facility improvements will be financed. No new development will occur unless these requirements are met.

The City shall seek to obtain the County's cooperation regarding mutual approval of a development project outside the City's boundaries. Development in unincorporated areas must have pre-annexation and development agreements and an executed property tax transfer agreement in place before annexation occurs.

Guiding Policy

- A. Manage the City's growth in a way that balances existing and planned transportation facilities, protection of open space, provision of housing options and job opportunities, and the preservation of high quality community facilities and services.

Implementing Policies

- B. Allow urban development only if traffic from that development can be accommodated within acceptable traffic levels of service.

No new development will be approved unless it can be shown that required levels of service can be maintained on local streets and regional transportation facilities.

- C. Work with Contra Costa County and other appropriate agencies to preserve and protect open space within the City's Sphere of Influence, and to establish a continuous greenbelt along the western and eastern edges of San Ramon.

The hillsides to the east and west of the City provide a strong open space framework and visual amenity. Preserving the integrity of these ridges will allow development to occur in flatter areas where public services are available.

- D. Provide a variety of housing options to accommodate the local employment base, based upon the City's ability to provide public services.

San Ramon is committed to offering housing options for all people working in the City. Opportunities for alternative transit modes, such as walking and bicycling, should be increased, and the use of the freeway and other regional routes should be decreased.

- E. Allocate the number of new housing units according to the City's ability to provide public services, housing needs and employment growth through the use of adopted performance standards.

- F. Use growth management policies to encourage the construction of affordable housing necessary to meet local housing needs.

- G. Join with and encourage other jurisdictions to participate in regional transportation planning programs.

- H. Allow urban development only in accord with a plan for full urban services (police, fire, parks, water, sewer, streets and storm drainage) to which all providers are committed.

While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking full services are deemed outside the urban service area and are unsuited for urban development, regardless of land use designation, until services are assured.

- I. Work with Contra Costa County and the developers of Dougherty Valley Specific Plan area to ensure that the project meets all applicable growth management performance standards, as outlined in the Settlement Agreement.

2.2 PERFORMANCE STANDARDS

San Ramon has adopted public facility performance objectives and standards for the following services: police, parks, fire, water, sanitation, flood control, schools, libraries, and community centers. These standards represent the City's commitment to provide community facilities and defines services to its residents.

POLICE

Facility Analysis

The San Ramon Police Department maintains an approximate service ratio of 0.8 officers per 1,000 residents. Police and dispatch services are provided through a contract with the Contra Costa County Sheriff's Office.

Performance Objective

Maintain comprehensive police services and timely emergency response in all parts of San Ramon.

Performance Standard

Written verification, prior to project approval, from the San Ramon Police Department that a 3- to 5-minute response time for emergency calls and a 20-minute response for all other calls 95% of the time, can be maintained.

PARKS

Facility Analysis

San Ramon's parks and recreation facilities include Athan Downs, Central Park, the Senior Center Park and Gardens, and other neighborhood and school parks and specialized recreation areas.

At full development, the City will have a park system that consists of up to 463 acres, with six community parks totaling 210 acres, 22 neighborhood parks totaling between 114 and 154 acres, 15 school parks totaling 99 acres, and 13 specialized facilities. A complete description of the City's park system is contained in the Parks and Recreation Element.



Gates & Associates

Performance Objective

Provide active and passive parks and recreation facilities within a reasonable walking distance of all residents of San Ramon.

Performance Standard

Provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.

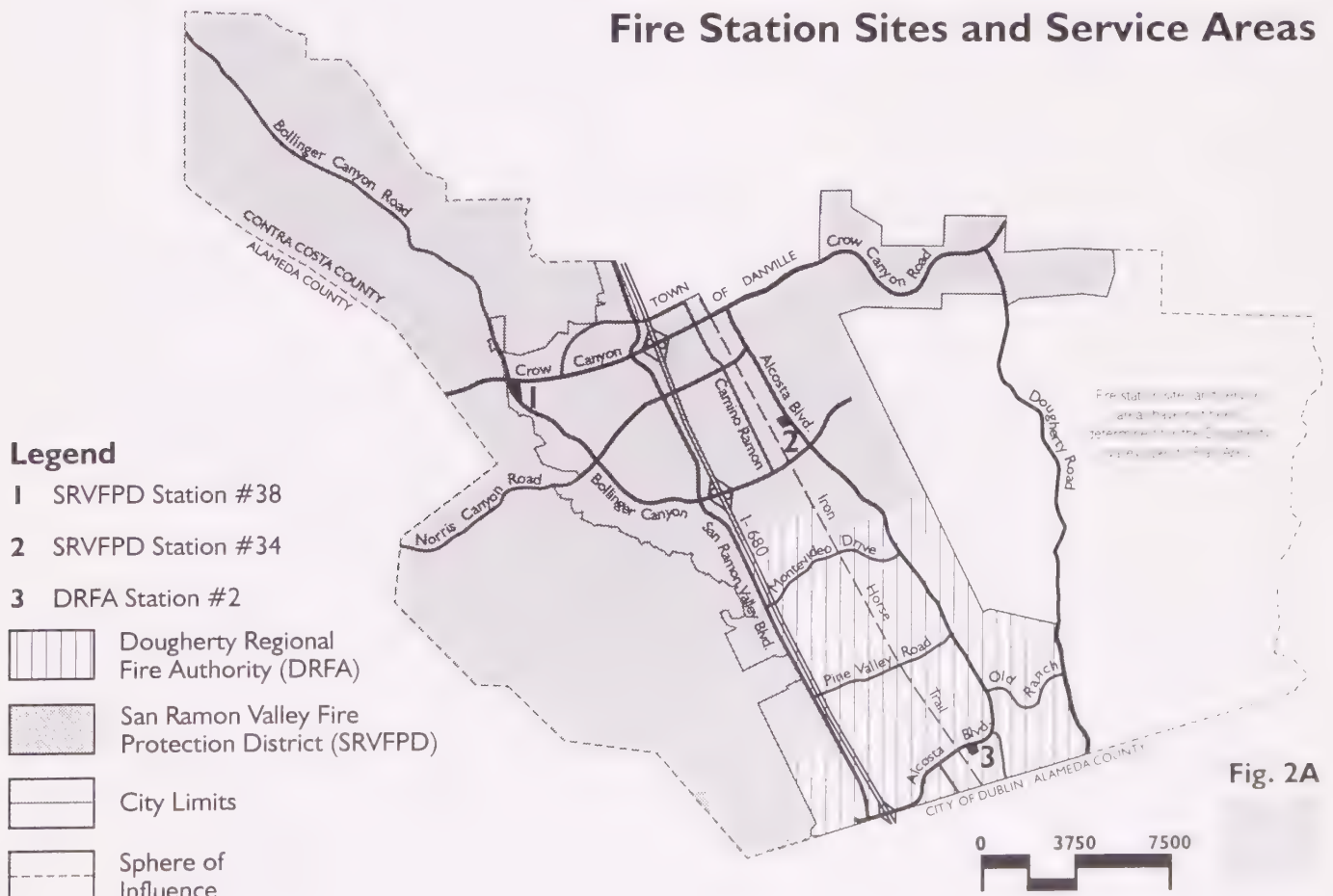
FIRE

Facility Analysis

The San Ramon Valley Fire Protection District (SRVFPD) and the Dougherty Regional Fire Authority (DRFA) serve the City. Figure 2A shows the location of fire stations in the City and their service areas.



Fire Station Sites and Service Areas



Performance Objective

Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements, to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.

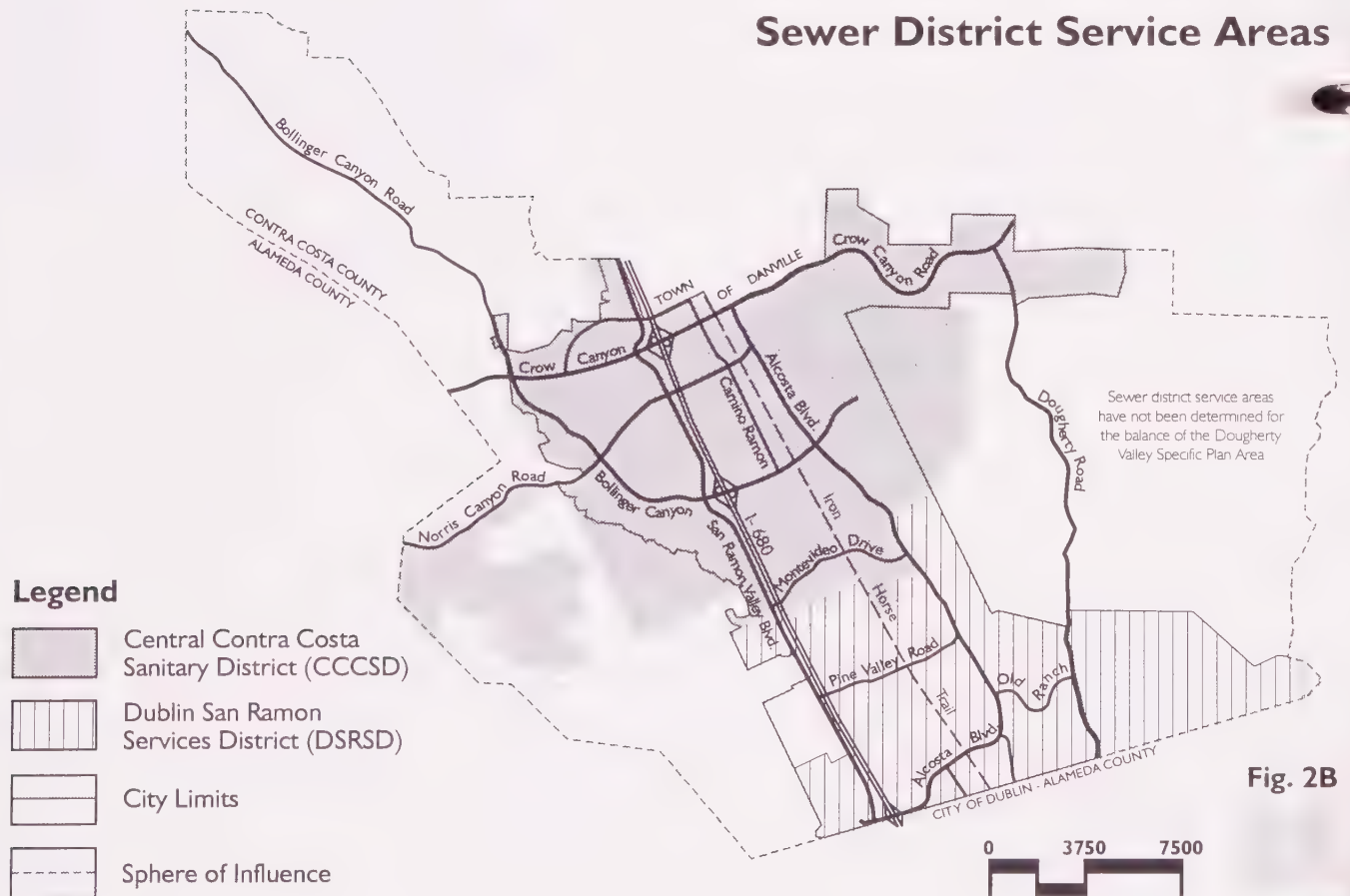
Performance Standard

Written verification, prior to project approval, from the approved service provider that a total response time of 4 to 5 minutes for emergency calls 90% of the time and a fire station within 1.5 miles of all residential and non-residential development can be met.

SANITATION FACILITIES

Facility Analysis

The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 2B shows the service areas of these two districts.



Performance Objective

Ensure that adequate and permanent sewer facilities can serve existing and future residents.

Performance Standard

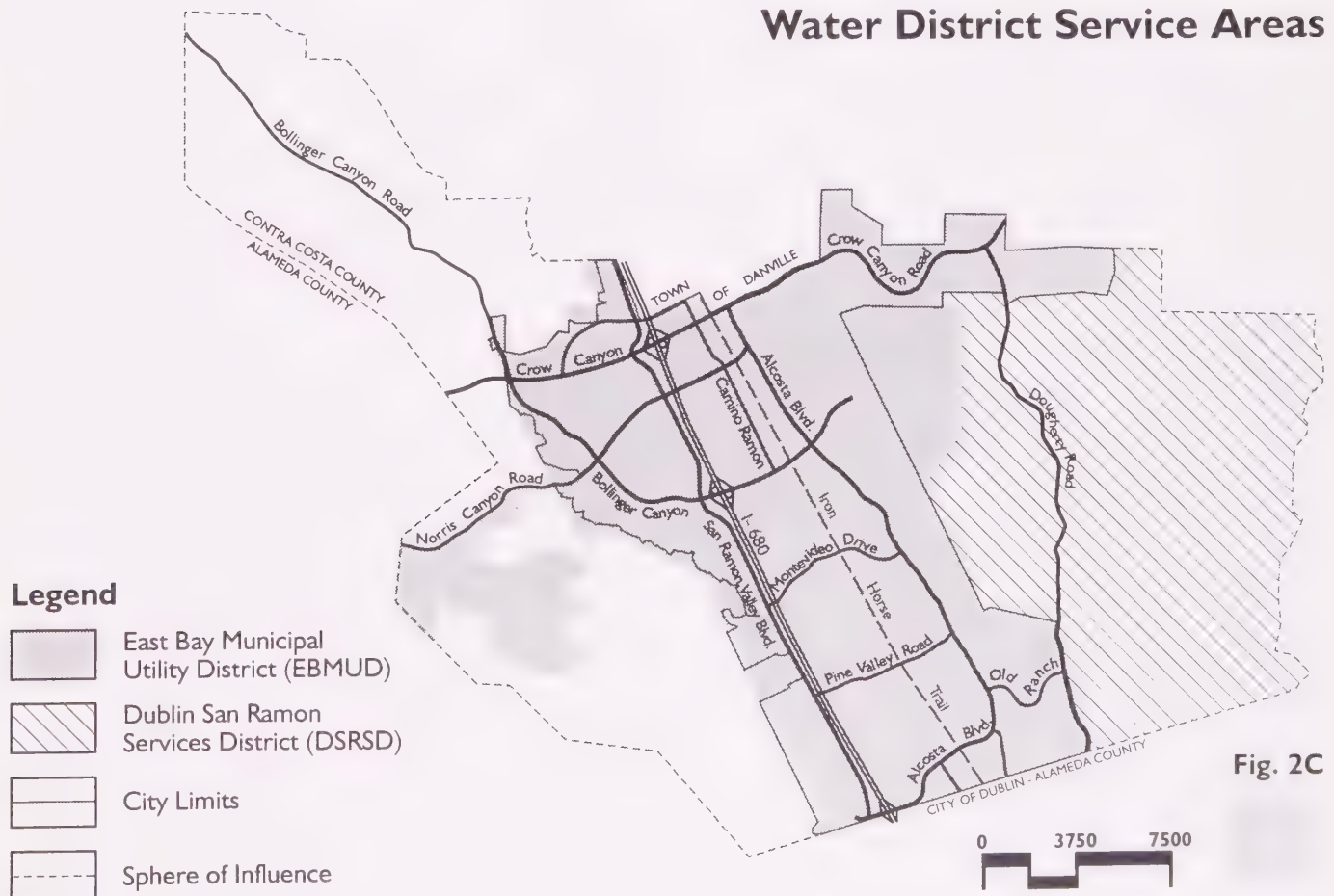
Written verification, prior to project approval, from the approved service provider, that adequate sanitation facilities and services will be available to serve the project.

WATER

Facility Analysis

The City is currently serviced by the East Bay Municipal Utility District (EBMUD). EBMUD will review all local plans that affect its service area to ensure that adopted performance standards are maintained. Figure 2C shows the EBMUD service area.

Water District Service Areas



Performance Objective

Ensure an adequate water capacity system to serve existing and future residents at economical rates.

Performance Standard

Written verification, prior to project approval, from the approved service provider that adequate water quality, quantity and distribution will be available to serve the project.

FLOOD CONTROL

Facility Analysis

Figure 9B in the Safety Element highlights those areas in the City which are required to comply with the flood control performance standard.

Performance Objective

Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.

Performance Standard

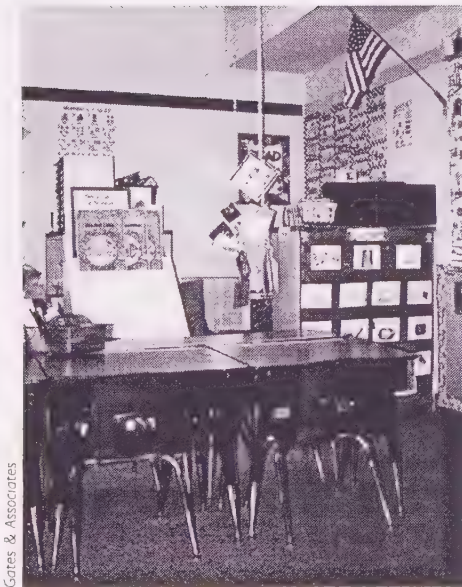
New development shall provide storm drain facilities that will accommodate 10 and 25 year flood flows, and shall not cause the capacity of the City's primary flood control channels to exceed 100 year flood flows.

SCHOOLS

Facility Analysis

The City of San Ramon is served by the San Ramon Valley Unified School District. The multi-jurisdictional District currently operates 15 elementary schools, three middle schools, one intermediate school, three high schools, one continuation high school, and VENTURE, an independent study school (grades K-12).

The Public Facilities and Utilities Element contains additional information regarding schools, and Figure 6B shows their location and attendance area boundaries in San Ramon.



Gates & Associates

Table 2A: Performance Standards Matrix

	POLICE	PARKS	FIRE	SEWER	WATER	FLOOD CONTROL	SCHOOLS	LIBRARIES	COMMUNITY CENTERS
FACILITY ANALYSIS	The San Ramon Police Department maintains an approximate service ratio of 0.8 officers per 1,000 residents. Police and dispatch services are provided through a contract with the County Sheriff's Department.	Existing: Athan Downs, Central Park, and other neighborhood and school parks and specialized recreation areas. Future: 463 acs. total, with 6 community parks (210 acs.); 9 neighborhood school parks (99 acs.); and 13 specialized recreation areas. Complete facility description in the Parks and Recreation Element.	The San Ramon Valley Fire Protection District and the Dougherty Regional Fire Authority serve the City. Figure 2A shows the location of fire stations in the City and their service areas.	The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 2B shows the service areas of these two districts.	The City is currently serviced by East Bay Municipal Utility District which will review all local plans that affect its service area. Figure 2C shows the district's service areas.	Areas in the City required to comply with the flood control performance standard are highlighted in Figure 9B in the Safety Element	Service is provided by San Ramon Valley Unified School District, a multi-jurisdictional district currently operating 15 elementary schools, 4 middle schools, 3 high schools, 1 continuation high school and VENTURE, an independent study school (grades K-12).	The San Ramon Branch Library, part of the Contra Costa County Library System, contains approximately 80,000 volumes and has ultimate capacity of 100,000 volumes. The library provides many services, e.g., reading materials for all ages, an adult literary program, and outreach services to schools, senior centers, and community groups.	The City has two community centers: the Community Center at Central Park, and the Senior Center and Gardens facility on Alcosta Boulevard.
OBJECTIVE	Maintain comprehensive police services and timely emergency response in all parts of San Ramon.	Provide active and passive parks and recreation facilities within reasonable walking distance of all residents.	Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.	Ensure that adequate and permanent sewer facilities can serve existing and future residents.	Ensure an adequate water capacity system to serve existing and future residents at economical rates.	Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.	Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.	Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for children and adults are available in order to support their varied pursuits and needs.	Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of San Ramon's citizens.
STANDARD	Written verification, prior to project approval, from the San Ramon Police Dept. that a 3-5 minute response time for emergency calls and a 20-minute response for all other calls 95% of the time can be maintained.	Provide a ratio of 6.5 acs. public park per 1,000 residents, with a goal to have park and recreation facilities to be within 1/2 mile of all residences.	Written verification, prior to project approval, from the approved service provider that a total response time of 4-5 minutes for emergency calls 90% of the time and a fire station within 1.5 miles of all residential and non-residential development can be met.	Written verification, prior to project approval, from the approved service provider that adequate sanitation facilities and services will be available to serve the project.	Written verification, prior to project approval, from the approved service provider that adequate water quality, quantity and distribution will be available to serve the project.	New development shall provide storm drain facilities that will accommodate 10- to 25-year flood flows, and shall not cause the capacity of the City's primary flood control channels to exceed 100-year flood flows.	Require new development to provide necessary funding and/or capital facilities, as determined by the San Ramon Valley Unified School District.	Provide a ratio of 0.5 sq.ft. of library space per capita; a ratio of 3 volumes per capita; and a ratio of 2 open hours per week per 1,000 residents.	Maintain a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

Performance Objective

Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.

Performance Standard

Require new development to provide necessary funding and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.

LIBRARIES

Facility Analysis

The San Ramon Branch Library, which is part of the Contra Costa County Library System, contains approximately 80,000 volumes, and has an ultimate capacity of 100,000 volumes. The library provides many services, for example, recreational and information reading materials for all ages, an adult literacy program, and outreach services to schools, senior centers and community groups. To maintain the existing level of service, the City of San Ramon encourages the development of a library in the Dougherty Valley.



Performance Objective

Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for children and adults are available in order to support their varied pursuits and needs.

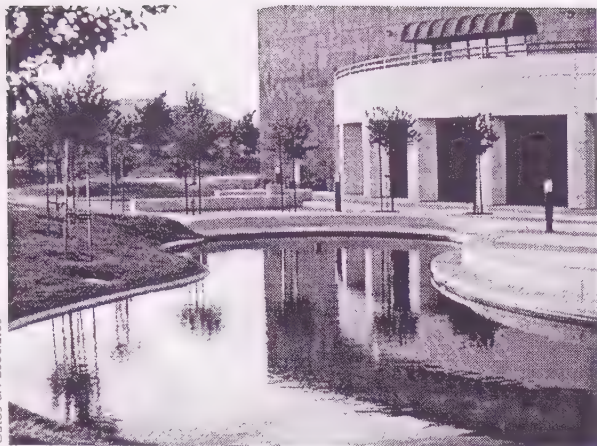
Performance Standard

Provide minimum ratios of 0.5 square feet of library space per capita, 3 volumes per capita, and 2 open hours per week per 1,000 residents.

COMMUNITY CENTERS

Facility Analysis

The City currently has two community centers: the Community Center at Central Park, and the Senior Center Park and Gardens facility on Alcosta Boulevard.



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Performance Objective

Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of San Ramon's citizens.

Performance Standard

Maintain a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

POLICIES AND ACTIONS

To ensure that new development complies with the above performance standards, San Ramon has initiated several actions and programs, which are described in the following policies.

Guiding Policy

- A. Ensure the attainment of public facility and service standards through the City's development review process, the Capital Improvement Program, and a variety of funding mechanisms.

Implementing Policies

- B. Adopt "Findings of Consistency" that ensure new projects will comply with the City's performance standards through its development review process.

New projects will be approved only after Findings are made that (a) the City's performance standards will be maintained following project occupancy; (b) project-specific mitigation measures will ensure that the City's performance standards will be maintained; and/or (c) planned capital projects will ensure that the City's performance standards will be maintained.

- C. Utilize the Capital Improvement Program to track and monitor the construction and implementation of infrastructure improvements.

The City's Capital Improvement Program (CIP) is a five-year calendar of public improvements that sets forth each capital project, identifies the beginning and ending dates, and states the amount of annual expenditure as well as the method of financing. New development will not be approved unless projects identified in the CIP are provided concurrent with, or will be available upon, completion of development.

- D. Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development.

San Ramon implements the concept that new development pays its own way with two mechanisms. First, approval of a proposed project is in part based upon the developer's ability to fund the improvements that will directly mitigate the impact of the new development. Second, future homeowners may be charged on-going assessment fees to pay the costs of maintaining common open areas and facilities associated with the new development.

- E. Levy mitigation fees for public facilities and infrastructure improvements in proportion to a new development's impact.

In addition to direct project costs, San Ramon requires developers to pay Citywide fees for a variety of services and infrastructure, based upon the concept that future residents will directly benefit from the improvements. The fees paid are used to provide parks, roadway improvements, creek studies and drainage mitigation, noise attenuation, child care, and street landscaping.

- F. Use other funding mechanisms to augment developer and/or mitigation fees, when appropriate.

In certain situations, it may benefit the City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to, reimbursement agreements, credit for City fees, re-development tax increment, debt financing, and assessment districts. None of these mechanisms obviates the developer's responsibility to pay the cost or mitigate the impact of their proposed development.

2.3 TRAFFIC AND CIRCULATION STANDARDS

Traffic conditions on local streets and regional transportation facilities are a major factor of the quality of life for San Ramon residents. The City has actively promoted the maintenance of desirable levels of traffic service through its General Plan and other policies and programs.

Traffic levels of service (LOS), expressed as letter grades A-F, measure volume-to-capacity ratios to estimate the delay experienced by drivers at intersections. Variation in levels of service indicates variation

in a number of factors that affect driving conditions, including speed, travel time, and freedom to maneuver. Levels of service can be used as an indicator of the success of congestion relief measures. These measures may include land use changes, traffic engineering projects or demand management strategies.

San Ramon has established traffic circulation standards, expressed as acceptable levels of service, for the City's street system. These standards form the basis for the City's circulation and land use policies, and are consistent with the standards established under Measure C.

Measure C requires consistency with the following traffic standards for "Basic Routes", which are defined as all local roads not designated as "Routes of Regional Significance" (see Section 2.5, below). Measure C standards are keyed to types of land use, as shown in Table 2B.

Table 2B: Measure C Standards

Land Use	Level of Service (LOS)	Range of Volume / Capacity Ratios (V/C)
Rural	Low-C	0.70 - 0.74
Semi-Rural	High-C	0.75 - 0.79
Suburban	Low-D	0.80 - 0.84
Urban	High-D	0.85 - 0.89
Central Business District	Low-E	0.90 - 0.94

Table 2C shows where the above traffic standards are applied in San Ramon, based upon the City's General Plan land use classifications. The City's standards, as expressed in Policies 2.3.B and 2.3.C, exceed Measure C standards.

Table 2C: Correlation between Land Use and Roadway Classifications

Measure C Land Use Roadway Classification	San Ramon General Plan Land Use Classifications	San Ramon Roadway Classification
Central Business District (CBD)	Office Commercial Services Thoroughfare Commercial Manufacturing & Warehouse	Arterial
Urban Suburban	Retail Shopping Residential	Collector
Semi-Rural Rural	Residential - Low Ranchettes	Local

Measure C Street Classifications



Figure 2D



Guiding Policy

- A. Maintain acceptable traffic level of service (equal to or better than Measure C requirements) on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program and traffic engineering operational measures.

Implementing Policies

- B. Strive to maintain traffic level of service (LOS) C or better as the standard at all intersections, with LOS D during no more than three hours of the day (a.m., p.m., and noon peaks).
- C. Accept LOS D during two-hour peak periods with the possibility of intersections at or closely approximating the limits of LOS D ($V/C < 0.90$), only on arterial routes bordered by non-residential development where improvements to meet the City's standard would be prohibitively costly or disruptive.



source: San Ramon Streetscape Beautification Guide
lines

The City shall design roadway improvements and evaluate development proposals based on the above traffic standards, and as identified in traffic impact studies.

- D. Require traffic impact studies for all proposed new development projected to generate 50 or more peak hour vehicle trips.

Proposed development expected to generate 50 or more peak hour vehicle trips will not be approved, unless it can be shown that its impact can be mitigated and the City's traffic and circulation standards can be maintained. As required by Measure C, the City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, unless "Findings of Consistency" can be made. Such Findings will be based on the project's ability to maintain Measure C traffic and circulation standards, in conjunction with anticipated City-initiated capital improvements.

- E. Identify and implement circulation improvements on the basis of detailed traffic studies.

Improvements may include intersection approach lane expansion, related channelization improvements and traffic signal installations.

- F. Support regional and local transit options to reduce the use of the automobile and maintain acceptable traffic levels of service.

Transit options include expansion of existing CCCTA and BART express bus lines and local "neighborhood-level" bus service with small, multi-passenger vehicles. These alternatives, in conjunction with TDM measures, will assist in maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley region.

- G. Develop and implement, in cooperation with the Contra Costa Transportation Authority, Findings of Special Circumstances for any intersection on Basic Routes that does not meet the City's traffic and circulation standards.

San Ramon, in cooperation with the Contra Costa Transportation Authority, shall adopt Findings of Special Circumstances for any Basic Route intersection that exceeds the City's level of service standards. There is currently no intersection that exceeds the adopted standards. If this situation changes, such Findings will permit San Ramon to be in compliance with Measure C, and to establish alternative standards and programs to reduce congestion for approval by the Contra Costa Transportation Authority, consistent with guidelines published by the Authority.

2.4 TRANSPORTATION DEMAND MANAGEMENT

The term "Transportation Demand Management" (TDM) refers to measures designed to reduce auto traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling and vanpooling, walking, bicycling and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

The City recognizes the need to reduce the use of single occupant vehicles to achieve levels of service and regional air quality improvements. To meet these objectives, San Ramon will maintain its TDM Program to reflect regional air quality and congestion management standards.

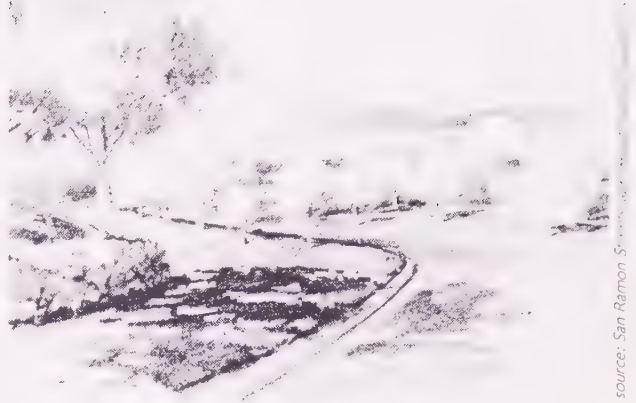
Guiding Policy

- A. Utilize Transportation Demand Management (TDM) to reduce total vehicle trips on San Ramon streets, and to contribute to regional air quality improvement and effective growth management.

Implementing Policies

- B. Implement the City's TDM Program to reduce trip generation.

The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City's TDM Program encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) goals and incorporates a regular monitoring program (annual employer surveys/driveway counts) to assess their progress.



source: San Ramon S...

- C. Work with other jurisdictions and agencies to coordinate the City's TDM Program with regional TDM activities.

Regional coordination plays an important role in TDM. San Ramon combines its resources with other jurisdictions to promote TDM goals and objectives, with publications and locally-sponsored events, such as marketing handbooks and training classes. In addition, annual statewide events such as California Rideshare Week require coordinated promotional efforts by local jurisdictions to ensure their success.

- D. Cooperate with service providers and other jurisdictions to promote local and regional public transit service.

San Ramon is currently served by two public transit providers: Central Contra Costa Transit Authority (CCCTA) and BART Express. An express route is also operated between Bishop Ranch and BART for Bishop Ranch employees and other commuters to the City. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute trips within San Ramon and to and from adjoining cities in the Tri-Valley.

- E. Support local feeder bus service to and from current and future regional transit lines.
- F. Preserve options for future transit use when designing improvements for roadways.

To allow for optimal transit route planning, the provision of bus turn-out areas when designing or modifying major roadways is either

recommended or required for proposed developments throughout the City as part of the development review process.

- G. Locate future transit uses, such as light rail or BART, in the I-680 right-of-way.

San Ramon, Danville and Contra Costa County have adopted a memorandum of understanding which designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley, and serving major employment centers.

- H. Improve and expand the bicycle routing system in San Ramon.

Currently, almost a quarter of the residents who work in San Ramon live within five miles of their offices. A comprehensive bicycle lane system would allow them the option of using bicycles rather than cars to commute to work.

2.5 REGIONAL COOPERATION

Issues regarding traffic circulation and congestion within a city are both local and regional concerns. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. If workable solutions are to be formulated and implemented, a more regional view must prevail. It is the City of San Ramon's goal to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Committee.

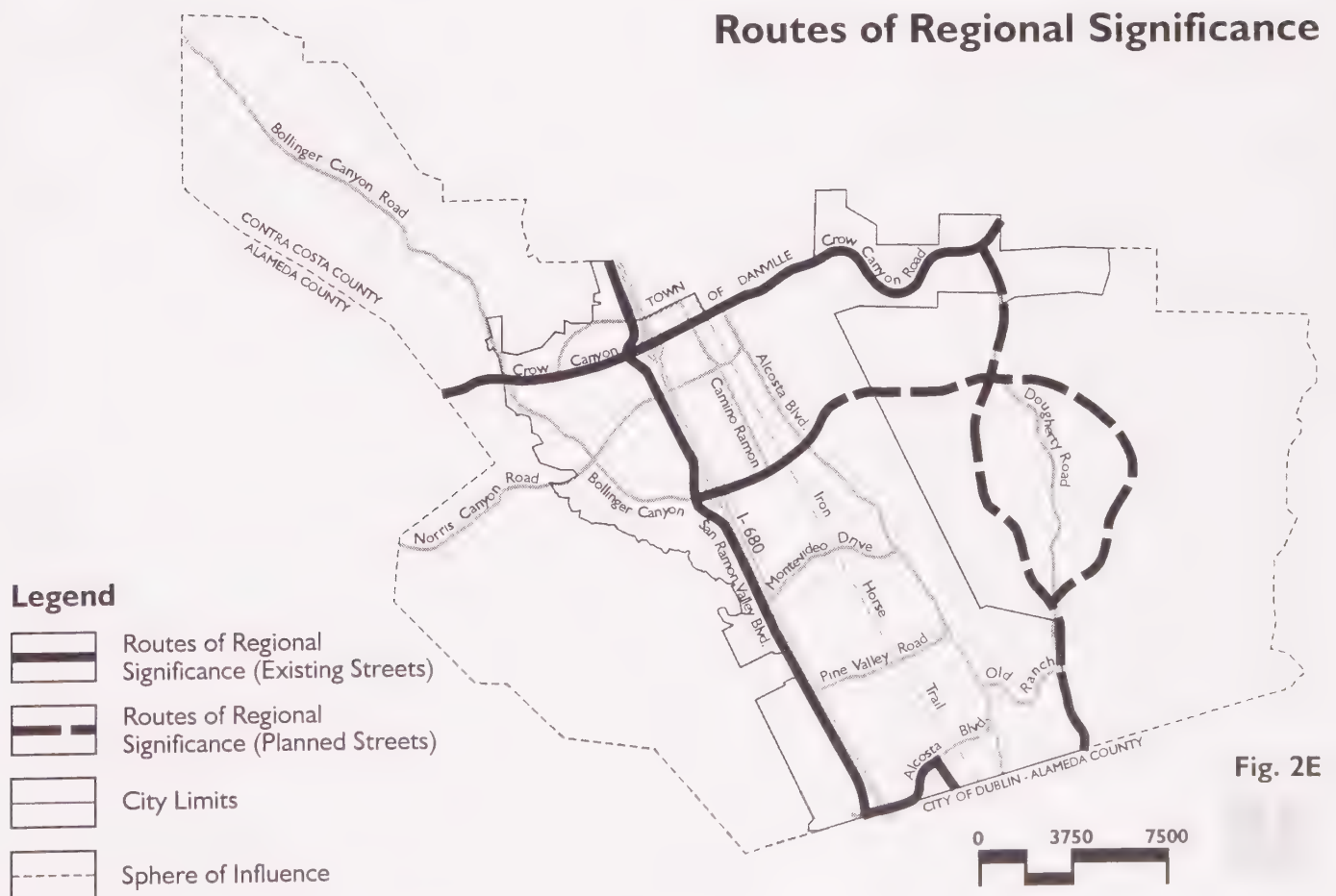
Measure C requires the preparation of "Action Plans", whose purpose is the development of measures and programs to mitigate regional traffic impacts. These plans are intended to focus on "Regional Routes of Significance", which are characterized as facilities that are state highways, freeways or freeway interchanges; carry a significant amount of traffic originating or destined out of San Ramon (e.g., Crow Canyon Road); pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard); connect to Alameda County jurisdictions (e.g., Village Parkway); and/or serve a major regional employment or activity center (see Figure 2E). San Ramon will actively cooperate with other local jurisdictions, the regional transportation committees, and the Contra Costa Transportation Authority to develop and implement programs that effectively reduce congestion on the regional transportation network.

Guiding Policy

- A. Participate in cooperative multi-jurisdictional transportation planning for the maintenance of regional mobility and air quality standards as required by the Measure C Growth Management Program and the Contra Costa Congestion Management Plan (CMP).

Implementing Policies

- B. Develop and implement action plans for routes of regional significance, in cooperation with the Southwest Area Transportation Committee (SWAT) and the Contra Costa Transportation Authority (CCTA).
- C. Develop and implement the Tri-Valley Transportation Plan through participation in the Tri-Valley Transportation Council (TVTC).



- D. Participate in programs to mitigate regional traffic congestion, including regional traffic impact fees on new development.
- E. Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.
- F. Address the impacts of land use decisions on regional and local transportation facilities.

2.6 JOB AND HOUSING OPPORTUNITIES

Balancing job and housing opportunities is an important issue, at both the local and regional level. The right mix of housing units with job occupations can help reduce traffic congestion, improve air quality and secure an adequate labor supply for businesses in San Ramon. There are more people commuting from other cities to jobs in San Ramon than there are local residents traveling to local businesses. This indicates a need to improve the balance of jobs and housing within the City of San Ramon.

When the City incorporated in July of 1983, much of its area had already been developed, or pre-zoned for office and residential uses. Remaining vacant and underutilized properties represent approximately nine percent of San Ramon's total land area. The challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer equilibrium. A broad range of housing issues is discussed further in the Housing Element.

Guiding Policy

- A. Promote the opportunity to both work and live in San Ramon.



Implementing Policies

- B. Develop and implement housing programs that emphasize the availability of housing for people who work in local jobs.

One of the City's Housing Element's primary objectives is to increase opportunities for households at all income levels to live near where they work. This will not only help reduce regional traffic congestion, but also help retain a healthy economic base for the City.

- C. Evaluate the impact of proposed General Plan Amendments on the availability of job and housing opportunities.

Despite the City's limited availability of developable acreage, land use changes offer the chance to reexamine areas that have the potential for housing and economic development, as well as achieving a reduction in commute trips and average commute length.

San Ramon General Plan

Land Use Element



Land Use Element

San Ramon is a progressive, young city that has a small-town, family-oriented atmosphere. It is a community of balanced contrasts: scenic open space hillsides to the west, a regional modern office park at its center, and traditional suburban neighborhoods, each with its own unique identity. This Element seeks to protect and enhance the best characteristics of these neighborhoods and the quality of life in the City.

The Land Use Element sets forth a comprehensive set of policies which will guide the future use and development of land within the City as well as the unincorporated area within its Sphere of Influence. These policies will help achieve the City's vision.

This Element addresses three primary issues: **land use, community image, and economic stability**. It also serves to tie together the other elements of the General Plan. Many subjects discussed here are described in greater detail in the Traffic and Circulation Element, the Housing Element, as well as the Open Space and Conservation Element.

- **Land Use:** Land use policies and the Land Use Map determine the location, type and intensity of development. The policies and the map are the City's most powerful tools in shaping its future form, as they affect every property in the City. These tools determine what can be built on any particular parcel. These policies guide the overall consistency and compatibility of uses throughout the City.

*Go play with the towns
you have built of blocks,
The towns where
you would have bound me!*

"The Ballad of William Sycamore"
by Stephen Vincent Benet

- **Community Image:** Community image refers to the importance that San Ramon places on the scale and design of buildings, and the relationships between buildings, streets, landscaping, open space, and points of entry to the City. The physical environment should be attractive, functional, and free from visual clutter. While land use policies establish the location, type and intensity of land uses in the City, community image policies bring a human quality to the built environment.
- **Economic Stability:** Effective land use policies and positive community image depend on the continued economic stability of the City. Since land use decisions are increasingly affected by a community's fiscal health, these policies promote a partnership between the public and private sectors to maintain San Ramon's economic vitality.

3.1 DEVELOPMENT HISTORY



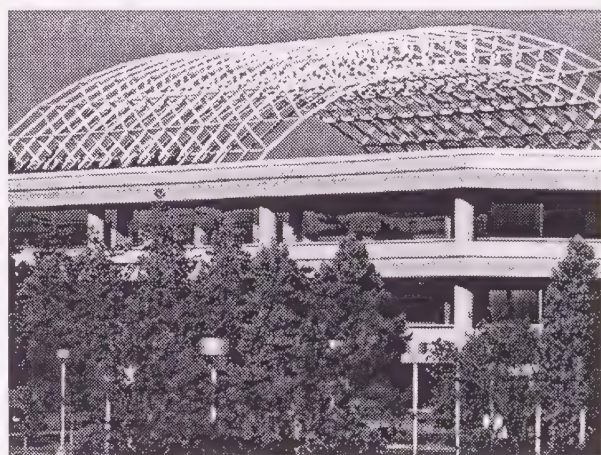
In the early 1800's, land in what is today San Ramon was part of the Mission San Jose, and was used primarily for cattle and sheep grazing. In 1835, this land was granted to Jose Maria Amador, who established the enormous Rancho San Ramon. American settlers came to the area in the 1850's, when Amador sold 4,450 acres of his land to Leo Norris, 10,000 acres to James Dougherty, and 600 acres to Major Samuel Russell. During the next two decades, ranchers west of San Ramon Valley Boulevard built the homes that now are the only visible evidence of San Ramon's early years. By 1870 the basic road network — San Ramon Valley Boulevard, Norris Canyon Road, and Crow Canyon Road — was in place. With the arrival of the Southern Pacific Railroad tracks in 1891, San Ramon became the permanent name of the prosperous village at the end of the branch line. The tracks were extended to Pleasanton in 1909, and were used to ship agricultural products out of Contra Costa County until 1978, when the branch line was abandoned.

Little changed in the Valley between 1890 and 1950. In 1955 the Contra Costa County General Plan indicated only agricultural use, but designated the San Ramon Planning Area as "under study." A new plan, completed in 1958 when there were only 165 dwellings, largely determined the community's future form when it designated 464 acres as "controlled manufacturing" that ultimately became the Bishop Ranch Business Park, and projected a City with 23,000 jobs and 55,000 residents.

Growth in the 1960's was facilitated by the extension of Interstate 580 through the Livermore Valley, and I-680 from Walnut Creek to I-580. San Ramon Village, a large subdivision on both sides of the Contra Costa/Alameda County boundary south of where Pine Valley Road is today, signaled the beginning of a residential construction wave in the early 1960's. This "wave" was temporarily halted in 1971, when a sewer moratorium was imposed, due to capacity constraints. The moratorium lasted for three years until 1974, when housing construction continued to add subdivisions in a northward direction, from Inverness Park to the Twin Creeks neighborhood. The sewer moratorium was one of many issues that engendered growth concerns among residents of the Valley, and inspired efforts to incorporate. The first effort was defeated in an election in 1973, and involved the communities of Alamo, Danville and San Ramon. A second incorporation attempt took place in 1976, again involving these three communities. Although this second attempt failed, it provided the impetus for the formation of the San Ramon Valley Regional Planning Commission, which plays an important advisory role to the County Board of Supervisors concerning all development-related proposals in the unincorporated areas south of Walnut Creek.

The 1958 vision of a large employment base in the San Ramon area did not change, and in 1972, Western Electric purchased the land designated for manufacturing uses from the Bishop family. The 1978 San Ramon Valley General Plan reiterated the designation of large tracts of land in and around Norris Canyon Road, Alcosta Boulevard, Bollinger Canyon Road and I-680, for manufacturing, or light industrial uses. In that same year, the land owned by Western Electric was sold to Sunset Development Company. Changes in the economy during the 1970's led to the rising importance in California of business services over the manufacturing labor market. Following this trend, research and development companies such as Beckman and Toyota bought land from Sunset, and soon thereafter Chevron and Pacific Bell bought large acreages, establishing themselves as the anchor tenants of what has become the 585-acre Bishop Ranch Business Park. Subsequently, concern about how development pressures might affect the quality of life rekindled efforts by the area's residents to assume full control of their own destiny, and in 1983 San Ramon voted for incorporation.

Jobs started to arrive in large numbers with the opening of the Chevron and Pacific Bell offices. Acceptance of the I-680 corridor as a high-prestige alternative location to San Francisco and Oakland has produced 7.3 million square feet of office space in San Ramon and



Gates & Associates

approximately 16 million square feet elsewhere in the corridor between Concord and Pleasanton. During the 1980's, residential construction continued in tandem with office construction, as well as the addition of new shopping centers throughout the City, and toward the end of the decade San Ramon emerged with its full complement of jobs, housing, and community services and facilities. By 1990, the pattern of development for San Ramon was set: older single-family homes and apartments in the southern part of the City; a modern office complex in the mid-section; commercial and retail development along Crow Canyon Road in the northern part of town; the Canyon Lakes neighborhood which encompasses a unique mix of housing types to the east; and predominantly single family development in the western part of the City.

3.2 PLANNING SUBAREAS

The City is divided into eight subareas, which are areas of the City and its Sphere of Influence that share common geographic boundaries and have distinct characteristics. Although all subareas have a variety of uses, each subarea has a predominant use, which defines its own identity. Each is described below, with policies that describe the City's goals for creating and maintaining a subarea's unique characteristics. Figure 3A shows their location and boundaries.

BISHOP RANCH SUBAREA

The Bishop Ranch subarea has established San Ramon as one of the major suburban employment centers of the San Francisco Bay Area. Office and manufacturing and warehouse (including research and development) uses currently total about 5.7 million square feet of floor space and will total about 8.4 million square feet when completed. At completion, this area will account for nearly 60% of the non-residential floor space in the City and provide nearly 26,000 jobs.

Since incorporation in 1983, Central Park, the San Ramon Community Center, and the San Ramon Public Library have been added to the Bishop Ranch subarea. These facilities have become a central focus of San Ramon's community, cultural and recreation activities. The opportunity to create a "City Center" in this subarea is enhanced when these facilities are combined with existing and planned office and retail development located in close proximity to current and future residential development. A new middle school is under construction just north of Central Park on Alcosta Boulevard.

As envisioned, San Ramon's City Center would be bounded by land along the northern edge of Bollinger Canyon Road from San Ramon Valley Boulevard to Alcosta Boulevard. This would include the major

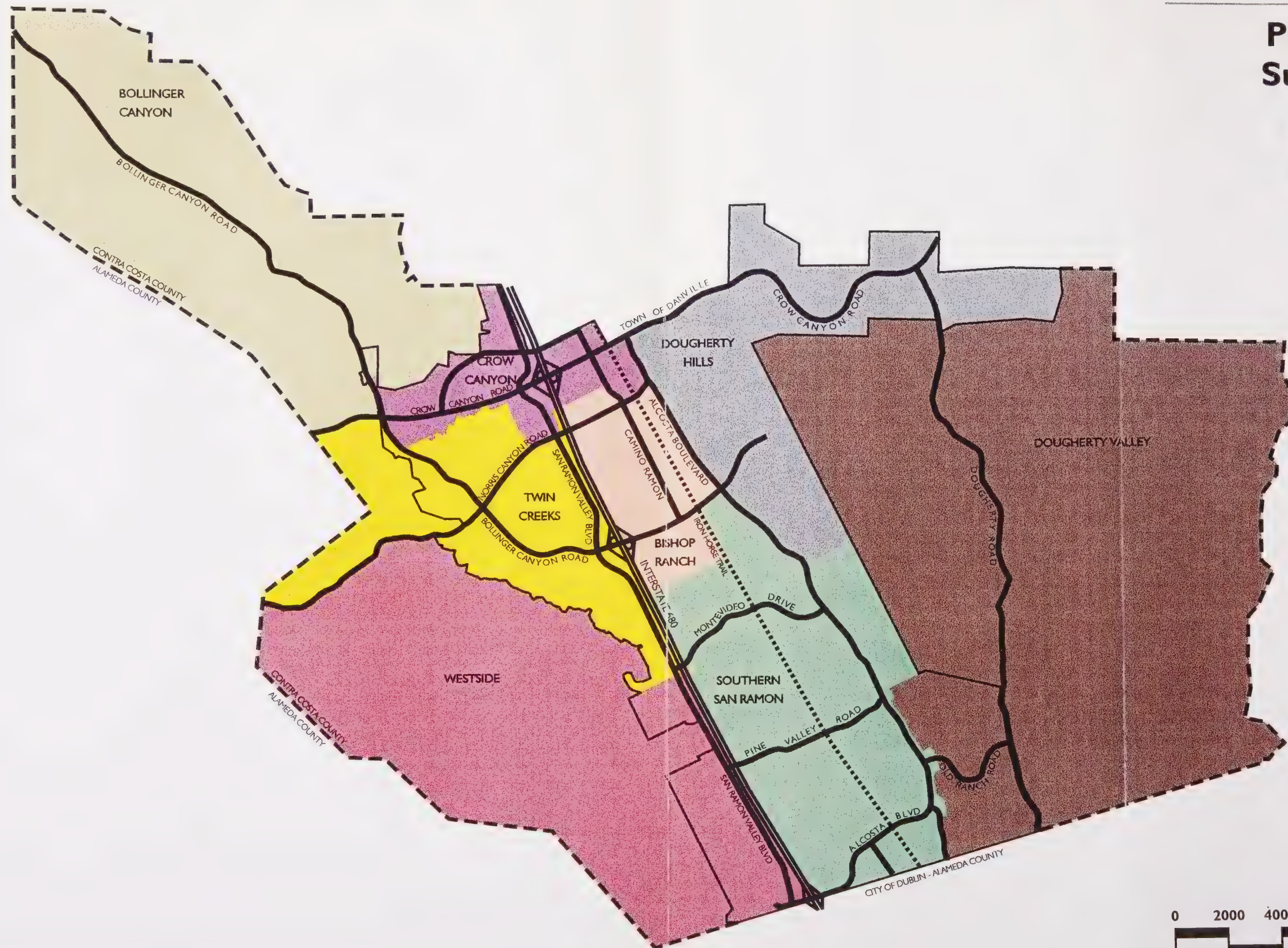
Table 3A: Acreage of Subareas

Planning Subarea	Acres
Bishop Ranch	642
Bollinger Canyon	2,972
Crow Canyon	521
Dougherty Hills	1,677
Dougherty Valley	6,019
Southern San Ramon	2,178
Twin Creeks	1,409
Westside	3,506
Total	18,924

(29.57 sq. mi.)

7,244 acres are located within the City limits (11.3 square miles).

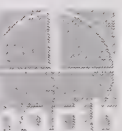
Planning Subareas



Legend

- City Limits
- - - Sphere of Influence

Figure 3A



retail center planned for development in the northeast corner of the Bollinger Canyon Road/I-680 Freeway interchange, the new middle school along Alcosta Boulevard north of Central Park, as well as Central Park, the Community Center, the Library, and the Marketplace shopping center. Accordingly, a plan for a City Center will be required prior to additional development in the area. Retail, office, civic, cultural, and residential uses are contemplated as components of the City Center, in order that the best possible mix of land uses may be achieved.

BOLLINGER CANYON SUBAREA

The Bollinger Canyon subarea follows both sides of Bollinger Canyon Road north from Crow Canyon Road and terminates about 4.5 miles to the northwest within Las Trampas Regional Wilderness boundaries, and is almost entirely outside City limits, but within its Sphere of Influence. Bollinger Canyon Road is paralleled on both sides by steep slopes and high ridges throughout its length. Bollinger Canyon is notable for its rugged natural beauty as well as its geologic instability.

At present, there are approximately 30 homes in this subarea. All are on parcels of an acre or more and many have equestrian facilities. A staging area is planned at the northwest corner of Bollinger Canyon and Crow Canyon Roads, which would connect to a future ridgeline trail through the Canyon to Las Trampas Regional Wilderness Park. Other than the staging area, the City does not propose any urban development in Bollinger Canyon.

San Ramon supports the following goals for the Bollinger Canyon subarea:

- A. Avoid urban development in Bollinger Canyon by discouraging the extension of new services north of the current City boundaries.
- B. Maintain large-parcel, ranch-style setting.
- C. Allow annexation of property when water and/or sewer districts require annexation into their service boundaries.



CROW CANYON SUBAREA

The Crow Canyon subarea extends along both sides of Crow Canyon Road easterly from Bollinger Canyon Road to Alcosta Boulevard and northward to the City limits. The earliest commercial development in San Ramon is in this area. Since incorporation, a variety of new retail and office developments have been completed, and this subarea now includes three major retail centers and several architect-

turally significant office buildings. At present, there are about 3.4 million square feet of non-residential uses in this area, about 33% of the City's total. This includes nearly 900,000 square feet of retail space and 1.9 million square feet of office space.

Some parts of this subarea are characterized by a variety of commercial uses and a wide range of architectural styles. Many of the buildings are showing their age, and in need of upgrade. In 1986, the City designated the majority of this subarea as a redevelopment project area to create financial incentives for existing businesses and facilitate new development that will reinvigorate the local economy. In 1991, the City adopted a plan for the Crow Canyon Redevelopment Area (see Figure 3B), whose strategy is to conserve and reinforce existing uses, encourage infill development, and enhance the area's assets. Recent residential development along Deerwood Road -- townhomes, condominiums and apartments -- will also contribute to the economic revitalization of the area.

Properties within the Crow Canyon subarea could be affected by future public transit plans within the I-680 corridor between Walnut

Redevelopment Areas

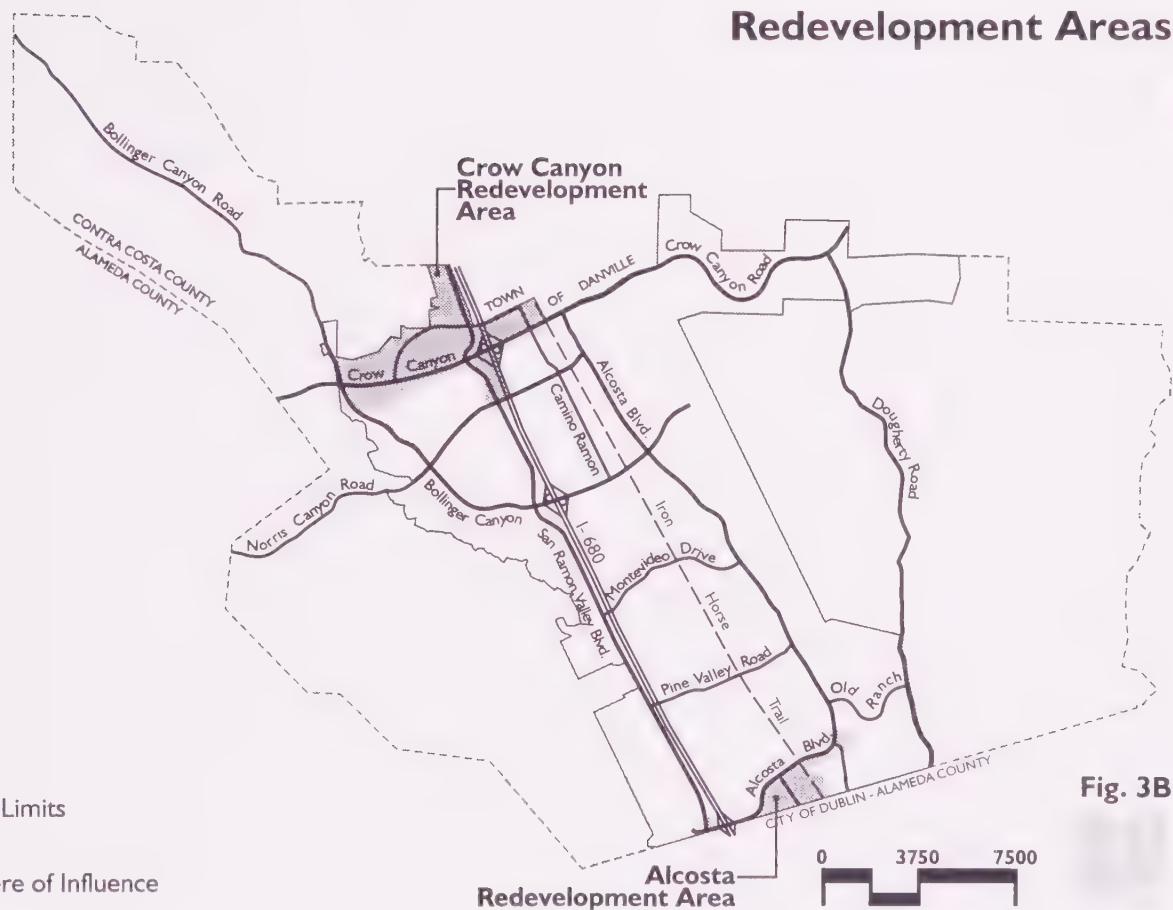


Fig. 3B

Creek and Dublin. A Mass Transit Study Zone (MTSZ) was created to study future public transit alignments from the I-680 corridor to the Bishop Ranch employment center.

DOUGHERTY HILLS SUBAREA

The Dougherty Hills subarea extends from the Crow Canyon Road/Dougherty Road area to the southern boundary of the Canyon Lakes subdivision. The primary land use in this subarea is residential, with approximately 4,400 homes that represent 26% of the City's total housing. The largest residential community is Canyon Lakes, which was constructed during the 1980's under the jurisdiction of Contra Costa County. Canyon Lakes includes a private golf course, a small retail shopping area, and a wide array of contemporary housing design and architecture. The Dougherty Hills area offers a wide diversity of housing choices with large homes on quarter-acre lots at Royal Ridge and Deer Ridge to luxury condominium and modern garden-style apartments in Canyon Lakes.

Planning in the Dougherty Hills subarea is essentially complete with the approvals for the West Branch project at Crow Canyon and Dougherty Roads. This residential development will include single-family detached homes and townhouses.

DOUGHERTY VALLEY SUBAREA

The Dougherty Valley subarea consists of two residential developments -- Bent Creek and Old Ranch Estates -- within the City limits, and the undeveloped 6,000 acre Dougherty Valley to the east of San Ramon's boundaries. When completed, Bent Creek and Old Ranch Estates will total 588 single-family detached homes.

The Dougherty Valley to the east of the City's limits is composed of the Gale Ranch (2,740 acres), Gumpert Ranch (2,360 acres) and the United States Army's Camp Parks (910 acres). While there are no immediate plans to decommission Camp Parks, it is possible that this land will be available for development in the future.

In 1992, Contra Costa County approved a specific plan which would allow the development of 11,000 homes clustered throughout the Gale and Gumpert Ranch lands. Beginning in 1993, San Ramon and Danville entered into negotiations with Contra Costa County, and in May 1994, the parties adopted the "Agreement to Settle Litigation Relating to Dougherty Valley General Plan Amendment, Specific Plan, and Environmental Impact Report" (Settlement Agreement). The Settlement Agreement allows an initial development of up to 8,500 homes. Residential development exceeding this unit count, up to a

maximum of 11,000 units, will require additional environmental studies. The Settlement Agreement also provides that San Ramon shall annex the balance of Dougherty Valley after final maps and tax sharing agreements are approved.

The natural features of the Dougherty Valley will provide the visual definition of the future community. San Ramon considers the preservation of the major ridgelines and open space corridors which form the boundaries of the Valley to be a primary objective of its future development. Another objective is the preservation and enhancement of the Valley's creeks. Years of cattle grazing have degraded the creeks and ruined natural habitat. San Ramon expects that these creek corridors will also serve as a parallel link for a trail system connecting areas throughout the Valley with the surrounding open space.

The Dougherty Valley is envisioned as a primarily residential area compatible with, and complementary to the City of San Ramon. A "Village Center" is also planned, at the confluence of the two branches of Alamo Creek, which will contain neighborhood-serving retail and office uses to support the surrounding community, and will provide another focal point for recreation, entertainment and civic activities. The Village Center is also a potential location for a new community college facility.

The residential neighborhoods throughout the Valley will be organized around schools, parks and creek corridors. The balance of the land will be retained in natural, permanent open space.

San Ramon supports the goals and objectives for development in the Dougherty Valley as described in the County's Specific Plan, including but not limited to the following:

- A. Preserve and enhance the creek corridors in the Valley and re-establish their natural resource values.
- B. Preserve the hills and ridgelines as open space which will provide the visual framework for the Valley as seen from Dougherty Road.
- C. Reserve an open space corridor along the western edge of the Valley to provide a link in the trail system from Danville to Dublin.
- D. Reserve major open space corridors along the eastern edge of Dougherty Valley that will define San Ramon's urban limit and provide a link for a major trail to Mount Diablo State Park.

- E. Require a roadway design that minimizes freeway-bound trips through the San Ramon Valley and establishes primary access for the Dougherty Valley community from the southeast.
- F. Require phased infrastructure and services necessary for residential development in the Valley.
- G. Require contributions and/or dedications from developers to be transferred to the City in the event of annexation for the provision of community facilities and services.
- H. Ensure that designated areas for public and quasi-public uses, such as churches, private recreational facilities, and corporation yards, are provided in each phase of development.
- I. Require that 25% of all housing units are affordable to very low, low and moderate income households, and that this housing be integrated into each phase of development.
- J. Encourage innovative land planning concepts to provide housing choices and varying densities that respond to changing lifestyles and homebuyer preferences.
- K. Limit retail and office space to that which meets the day-to-day needs of Dougherty Valley residents.
- L. Review development in the Dougherty Valley for compatibility between land uses, and recommend a variety of urban design solutions to reduce potential conflicts, such as the use of density, setbacks, buffering, landscaping, fencing, grading, natural topographic features, building orientation, and other approaches to sensitive site planning.
- M. Annex the Dougherty Valley Specific Plan area pursuant to the terms and conditions of the Settlement Agreement.

SOUTHERN SAN RAMON SUBAREA

The City's initial residential development began during the mid-1960's in the Southern San Ramon subarea. During the 1970's and the early 1980's, neighborhoods spread northward to Montevideo Drive from the County line. Today, with approximately 7,100 residences, Southern San Ramon is a model suburban community of primarily single-family homes on parcels of 6,500 to 10,000 square feet with mature landscaping. There are two developed parks in the subarea, at Athan Downs and Boone Acres. Other recreational facilities

include the Royal Vista Golf Course, the outdoor sports facilities at California High School, the five large, joint-use playgrounds at Pine Valley Intermediate School and the area's four elementary schools. The Iron Horse Trail provides Southern San Ramon residents with bicycle and pedestrian access to the Bishop Ranch Business Park as well as to the proposed City Center area.

One major component of the Southern San Ramon subarea is the Sunny Glen senior community, which encompasses a broad range of housing types and lifestyles, from single-family residential to congregate care at the Villa San Ramon facility. An important element of this community is the City's Senior Center on Alcosta Boulevard, which offers a wide array of social activities and services. The Sunny Glen community is adjacent to where the former Alcosta Mall shopping center and the Kodak Distribution Facility were once located. This area has been redeveloped with an 11-acre shopping center, 30 acres of residential development, and a six-acre neighborhood park.

TWIN CREEKS SUBAREA

Development in the Twin Creeks subarea began in 1969 and spread southward from Crow Canyon Road. Starting in the late 1970's, new homes have been built in successive stages moving south and southwest of Norris Canyon Road. For the most part, the area is now fully developed with the exception of a parcel that fronts both Bollinger Canyon and Norris Canyon Roads, and is designated for park and single family residential uses.

Residential neighborhoods in the Twin Creeks subarea are well established and attractive, yet quite diverse with respect to type of housing, densities and lot sizes. There are approximately 2,900 dwelling units, of which 76% are detached single-family homes on lots ranging from 5,000 to 10,000 square feet. The remaining 24% is comprised of townhouses, condominiums and apartments. Another neighborhood park, the future Alta Mesa Park, is planned on 17 acres of open space land along the southern edge of Bollinger Canyon Road at San Ramon Valley Boulevard.

WESTSIDE SUBAREA

The Westside subarea is comprised of 3,300 acres of largely unincorporated, open hillsides that are bounded by Norris Canyon Road on the north and San Ramon Valley Boulevard to the east, and by the Contra Costa/Alameda County line to the south and the west. This subarea slopes upward to the west in a series of hills and ridges to the highest ridgeline at the County line. This ridgeline forms the visual frame for the western side of the City.

The City adopted a specific plan for the Westside in November, 1989. This was the first opportunity to apply the City's goals, with respect to the type and quality of residential and commercial development, environmental concerns and open space, to a large contiguous area of land. The Westside Specific Plan encompasses three discrete areas: the area immediately adjacent to San Ramon Valley Boulevard, the area south of Norris Canyon Road, and the remaining open space.

The area along San Ramon Valley Boulevard is designated primarily for residential development, with a completed neighborhood shopping center (the Gateway Centre) at the corner of Alcosta and San Ramon Valley Boulevards. Development south of Norris Canyon Road has been approved by Contra Costa County, and the area will ultimately consist of 371 large lot homes ranging from a third of an acre to more than one acre in size. The balance of the site is to be maintained as open space, with recreational and fire trails connecting the open space and the developed areas. A limited amount of development (1 dwelling unit per 200 acres) would be permitted off of existing roads and a rustic conference center/camp facility is planned in the Koopman Canyon area. The Westside Specific Plan emphasizes the proper management of the remaining 2,400 acres of open space, as well as creation of attractive transitions between developed and undeveloped areas.

San Ramon supports the following goals and objectives of the Westside Specific Plan for this subarea:

- A. Maintain the predominantly open space identity of the Westside landscape, with emphasis on preserving the major ridgelines, slopes and creeks which provide the visual identity for the City.
- B. Establish a system of recreational trails connecting the developed and open space areas in cooperation with the East Bay Regional Park District.
- C. Provide a wide range of housing opportunities that are distinguished by high quality design standards carefully fitted to the hillside environment.
- D. Allow for development of services which support the residential community, including neighborhood retail, parks, churches, fire stations and schools.
- E. Accept annexation of land within the Westside Sphere of Influence only if planned uses are consistent with the goals and policies of the Westside Specific Plan, and other applicable City ordinances.



Dean Detwiler

3.3 LAND USE IN SAN RAMON

San Ramon experienced the majority of its growth in just three decades -- from the 1960's through the 1980's. During this time, 91% of the available land in San Ramon was developed. The remaining 9% is comprised of 170 acres of vacant land, and 355 acres of "underutilized" land (land that is not currently developed to the potential allowed by City policy) (see Figure 3C). A considerable portion of the vacant land (120 acres) has previously-approved entitlements that have not yet been constructed. The development of the remaining 50 acres of vacant land, together with the underutilized areas in the City, will consist of building expansions, redevelopment of parcels, as well as completion of approved office development in the Bishop Ranch subarea. Redevelopment and development of the remaining vacant and underutilized land offer new opportunities and challenges for San Ramon.

All of the City's vacant land is scattered throughout the Crow Canyon subarea, with the underutilized areas located in the Mixed Use (MU) District in the same subarea, as well as to the west of San Ramon Valley Boulevard and in the Westside subarea. The challenge in the Crow Canyon subarea will be the creation of a harmonious streetscape in an area which already has a variety of land uses and architectural styles. In the Westside subarea, future residential construction should blend with the surrounding hillsides, to maintain the sense of openness and natural beauty of the City's vista to the west.

Development of the City's vacant and redevelopable land under this General Plan could result in up to 845 additional residential units and 763,000 square feet of new commercial and office space. Completion of already-approved development will add another 2,300 residential units and 3.3 million square feet of nonresidential uses. Altogether, approved and future residential development could accommodate approximately 8,400 new residents. The number of additional jobs from the new building area will depend on the types of businesses that occupy the space. The Association of Bay Area Governments currently estimates that approximately 22,000 new jobs will be created in the City between 1995 and 2010. This number is based on assumptions concerning economic trends, rather than anticipated building square footage.

Since the City's incorporation, development has occurred rapidly, due in large part to the annexation of the Bishop Ranch Business Park and the Canyon Lakes residential community. Although the absorption rate has slowed during the past few years, it is likely that the remaining vacant land (not including "underutilized" areas) in San Ramon

Figure 3C: Citywide Land Use

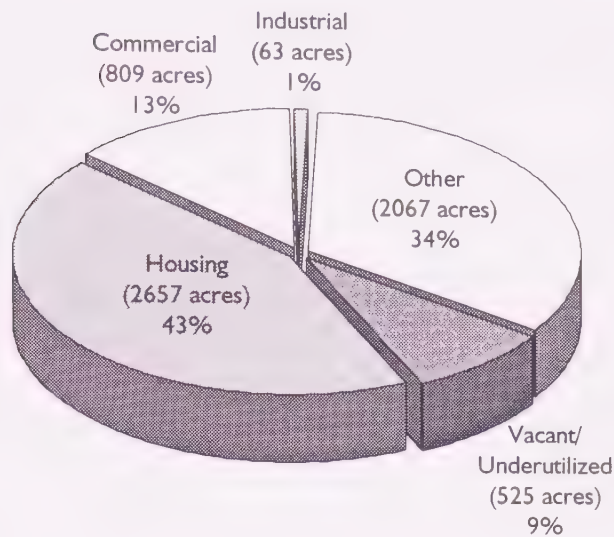


Table 3B: Housing Units And Population (existing and approved)

Subarea	Single Family	Multi-family	Total	% Multi-family	Population ^a
Westside ^b	575	92	667	7	1,937
Twin Creeks	2,232	697	2,929	24	8,299
Bollinger Canyon	30	0	30	0	90
Crow Canyon	0	1,583	1,583	100	3,641
Dougherty Hills	1,956	2,709	4,665	58	12,098
Dougherty ^c Valley	588	0	588	0	1,764
Southern San Ramon	5,284	1,873	7,157	26	20,160
Bishop Ranch	0	0	0	0	0
Total	10,665	6,954	17,619	39	47,989

a Assumes average household size of 3.0 persons per single-family unit; 2.3 persons per multi-family unit.

b Dwelling unit counts include only those projects which have previously-approved entitlements; they do not include all units allowed in the Westside Specific Plan.

c The Dougherty Valley Specific Plan area is not included in this data; it is approved for a minimum of 8,500 housing units, but the single and multi-family mix is unknown.

Table 3C: Non-Residential Development in Square Feet ^a

	Bollinger Canyon	Bishop Ranch	Crow Canyon	Dougherty Hills	Southern San Ramon	Twin Creeks	Westside	Planning Area
EXISTING								
Retail		158,300	881,442	38,794	432,856		124,600	1,635,992
Office		5,196,322	1,902,170	90,000	51,192	79,401		7,319,085
Service Comm'l			569,376					569,376
Light Industrial	100,400	571,188	84,848					756,436
Total	100,400	5,925,810	3,437,836	128,794	484,048	79,401	124,600	10,280,889
PLANNED								
Retail		104,700	387,144		13,459	91,050		596,353
Office		2,522,610	251,013		12,022			2,785,645
Service Comm'l			-30,870					-30,870
Light Industrial		149,500	-71,888					77,612
Total		2,776,810	535,399		25,481	91,050		3,428,740
BUILD-OUT								
Retail		263,000	1,268,586	38,794	446,315	91,050	124,600	2,232,345
Office		7,718,932	2,153,183	90,000	63,214	79,401		10,104,730
Service Comm'l			538,506					538,506
Light Industrial	100,400	720,688	12,960					834,048
Total	100,400	8,702,620	3,973,235	128,794	509,529	170,451	124,600	13,709,629

^a Does not include planned non-residential development for the Dougherty Valley Specific Plan Area, which is anticipated to be 520,000 sq. ft.

Table 3D: Employment^a

Employment	From Existing Development	From Planned Development	Buildout
Retail	3,272	984	4,256
Office	24,397	9,285	33,682
Service Commercial	1,139	-62	1,077
Light Industrial	756	78	834
Other ^b	1,383	72	1,455
Total^c	30,947	10,357	41,301

a Employment Density Assumptions: Retail: 1/500 s.f.; Office: 1/300 s.f.; Service Commercial: 1/500 s.f.; Light Industrial: 1/1,000 s.f.; Other: 1/750 s.f.

b "Other" includes uses such as hotels, the hospital, health and fitness clubs, the library, corporation yards, private schools, and self-storage facilities.

c Employment total excludes persons employed at public schools, churches, congregate care facilities, at home, or at construction projects.

will be developed within the next 15 to 20 years. City, regional and State regulations limit future development in San Ramon. Topography along the City's western boundaries, including the Calaveras Fault that runs parallel to the I-680 freeway, as well as other geologic constraints, have an impact on the placement and use of buildings. While these are important considerations, they do not dictate San Ramon's overall development pattern.

Guiding Policy

- A. Foster a pattern of development that enhances the existing character of the City, and encourage land use concepts that contribute to the design of the community.

Implementing Policies for Residential Uses

- B. Require residential development that employs creative site design and architectural quality that blends with the characteristics of each location and its surroundings.

The City encourages high quality residential development that is harmonious with the proximate neighborhood through its specific plans and the review process, which includes an evaluation by the Architectural Review Board and the Planning Commission.

- C. Provide a wide range of choices for current and future residents.



The City offers developers incentives, such as density bonuses, which encourage a broad spectrum of housing types to meet the needs of the entire community, including people who work in San Ramon, but cannot afford to live here.

- D. Discourage gated communities, as well as private roads.

Gates are not conducive to a unified, welcoming community. Private roads are usually not built to city standards and may lead to maintenance problems for the homeowners' associations.

- E. Provide residents with high quality public facilities and services.

The City requires contributions from residential developers to provide for community facilities and programs relating to recreation, education, child care, culture, transportation and safety.

- F. Ensure that all residential development provides adequate on-site parking.

The adequacy of parking spaces provided in new development, particularly in high density residential projects, has always been a concern in San Ramon. The Parking Ordinance should be reviewed to ensure that developers are required to provide sufficient on-site parking for the residents of their projects. The use of on-street parking to meet parking requirements is to be avoided.

Implementing Policies for Retailing and Commercial Services

- G. Maintain neighborhood and community shopping centers of sizes and at locations that offer both choice and convenience for shoppers while sustaining a strong retail base for the City.

The overall economic development and economic needs of the City shall be considered in determining the number and location of such commercial projects.

- H. Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood.

All developers are required to present their proposals to the City's Architectural Review Board. In conjunction with staff, Planning Commission and neighborhood reviews, the Board's review helps ensure that retail development is consistent with the community's values and compatible with surrounding properties.

- I. Provide sufficient sites to meet the need for commercial services that can be supported by local residents, businesses and workers.

The City's primary commercial service district is located along San Ramon Valley Boulevard and north of Deerwood Road in the Crow Canyon subarea. This area supplies the local community with businesses such as automobile sales and repair, construction contractors, building materials, warehousing and storage, and home repair services and maintenance supplies.

- J. Allow non-retail use in areas designated for retail shopping up to 25% of gross floor area.

The limit on non-retail or office use in areas designated for retail shopping is needed because the citywide amount of office space is restricted. This could cause office users to outbid retail tenants for space.

- K. Allow office uses that are only associated with commercial service businesses in commercial service areas.



General office businesses desiring lower rents than those found in areas zoned for office use could displace commercial services without this prohibition.

Implementing Policies for Offices and Manufacturing

- L. Allow office floor area up to a maximum of 35% of a site's total acreage, except in the Mixed Use land designations in the Crow Canyon subarea.

The limit is necessary to fairly distribute available traffic capacity to all potentially developable sites and to prevent major floor area additions on developed sites. Without this control, parking to accommodate office uses would allow far more development than the streets could handle.

- M. Prohibit offices as a primary use in areas planned for Manufacturing and Warehousing.

Office space is limited based on the assumption that sites developed for manufacturing and warehousing will remain in those uses. Conversion to offices would more than double the employment per 1,000 square feet of building area.

- N. Allow commercial recreation uses within warehouse space, as long as it does not conflict with adjacent uses and it complements surrounding developments.

Reuse of existing buildings is an excellent way to ensure continued economic vitality as well as prevent potential deterioration of property.

Implementing Policies for Specific Subareas

- O. Develop and implement a City Center Plan for the Bishop Ranch subarea.

The City Center will incorporate the existing Central Park, Community Center and Library as the core of a centrally-located cultural and recreation area for City residents. These facilities will be combined with existing and planned retail shopping, office, commercial, residential, and new school and transit facilities to create a hub of activity with a pedestrian focus. The plan for new facilities will include architectural and design standards, types and intensities of mixed uses, and will be based on site planning techniques that will maximize non-auto access. One possibility for enhancing

such access would be a pedestrian overpass across Bollinger Canyon Road, linking existing and future development in the area. A City Center will also include appropriate mitigation for potential land use conflicts between the mixed public uses, the adjoining intensive office uses, and the Bishop Ranch heliport.

- P. Implement policies of the Conservation and Enhancement Program to revitalize properties within the Crow Canyon Redevelopment Area.
- Q. Encourage retail development in the Crow Canyon subarea which is focused on "destination" retail enterprises.

To help balance the City's locally-serving shopping centers, it is San Ramon's desire to broaden the retail base to include additional business that attracts commerce from beyond the City boundaries.

- R. Decrease residential density on Deerwood Drive moving from east to west, providing a gradual reduction by varying densities within the designated density ranges.
- S. Support land planning concepts that encourage transportation modes other than the automobile.

Within the Crow Canyon subarea, much of the remaining vacant land and land to be redeveloped is designated Mixed Use (MU) to encourage a mix of uses that consolidates living, working, shopping and entertainment, which would make it easy for people to walk from place to place. Mixed use is also anticipated in the City Center area, where higher-density housing, retail and civic uses are envisioned. The City Center is also ideally located for alternative transit systems connecting Bishop Ranch Business Park to residential development in the Dougherty Valley.

- T. Prezone lands within the Dougherty Valley Specific Plan area to appropriate City zoning districts to avoid conflicts with County zoning regulations for infill development.
- U. Participate in the Dougherty Valley Oversight Committee to review and approve development plans and proposed amendments, consistent with the Settlement Agreement.



3.4 COMMUNITY IMAGE

San Ramon is a contemporary city that is distinguished by attractive natural and physical features. These features are the result of community decisions about development as well as preservation of open space. Quality design preserves and enhances the City's natural setting. Programs for public art, signs and landscaping contribute to a pleasing and desirable environment for San Ramon residents.



On both the east and west, the hillsides silhouette the City and bestow a panoramic sense of openness to the people living in the valley. The San Ramon community has invested substantial resources to establish a special place whose identity strengthens and enhances its visual image. There are distinctive amenities that define San Ramon, such as Central Park and the Community Center, its varied residential neighborhoods, and Bishop Ranch Business Park.

One of the challenges facing San Ramon is to continue building a strong, positive image that reflects the vision of its people and the quality of its environment. Such an image can be enhanced by defining and visually emphasizing the City's gateways, preserving its scenic views of surrounding hills, and encouraging well-designed, innovative architecture and landscape.

Guiding Policy

- A. Maintain and enhance San Ramon's identity.

Implementing Policies

- B. Prepare a Community Design Handbook that provides guidelines for streetscape beautification, creek corridors, signs, public art, and entries in San Ramon.

The City already has guidelines for landscaping along arterials and at gateways and key intersections (the "Beautification Plan" and "Streetscape Beautification Guidelines"), and creek corridor treatments for San Catano and San Ramon Creeks in the Crow Canyon subarea (the "Creek Corridor Plan"). These guidelines could be consolidated, and augmented with other elements of community image, including but not limited to signs, public art, street furniture, public and/or private plazas, outdoor dining areas, sidewalks and parking areas, and walls and fences.

- C. Ensure that the design, location and size of new development blends with the environment and a site's natural features.

The design and location of new buildings can either enhance or detract from the surrounding environment. Buildings should be positioned so that trees, creekside vegetation, scenic views and other natural resources are preserved.

- D. Require new development to provide outdoor areas for picnicking or recreation.

San Ramon has a pleasant, sunny climate, ideal for outdoor activity. Places for picnicking and recreation near shopping or work areas attract people and enhance their enjoyment of public areas. Buildings and outdoor areas should be oriented to shield users from wind and noise.



Gates & Associates

- E. Use the development review process to ensure that new development preserves significant views of the natural landscape.

The City's most prominent visual resources are the hills to the west and Mt. Diablo and its foothills. Other natural visual amenities include San Ramon Creek within the Crow Canyon subarea, San Catanio Creek along Norris Canyon Road, and the Dougherty Hills ridgeline. Views of the natural landscape can be emphasized and preserved through the design and placement of streets, buildings and outdoor spaces.

- F. Continue to implement landscaping guidelines for public roadways that improve their visual character.

The City's "Beautification Plan" and "Streetscape Beautification Guidelines" outline landscaping concepts for many of the arterials, gateways and key intersections. Implementation of these concepts will result in a distinct, unified image for San Ramon that reflects the indigenous and historic character of the San Ramon Valley.



source: San Ramon Streetscape Beautification Guidelines

- G. Continue to implement gateway treatments for City entries that help residents and visitors know they have arrived in San Ramon.

Many first impressions of San Ramon are from the road, whether it is the I-680 freeway or a major street that traverses the City. The "Streetscape Beautification Guidelines" provide landscaping designs for both major entries at the freeway interchanges and secondary entries where streets enter San Ramon from its neighbors, Danville

and Dublin. Implementation of these entry designs will make positive and meaningful visual statements about San Ramon.

- H. Require new office and commercial development to provide outdoor art that is visible to the public.

Outdoor art, such as sculptures and fountains, can reflect the social and cultural history of San Ramon, which in turn can contribute to a stronger sense of place. Developers of commercial property are required to include artwork with development proposals, which is reviewed by the Architectural Review Board and the San Ramon Arts Council.

- I. Encourage attractive, drought tolerant landscaping on private property that is suitable for San Ramon's climate.

Although San Ramon is located in an area of mild temperatures and average rainfall, drought-like conditions have prevailed in the past for years at a time. The City has established guidelines to promote water conserving landscapes by limiting turf area and requiring drought tolerant shrubbery. The City also supports legislation for the development and use of dual water systems for reclaiming water for irrigation purposes.

- J. Require appropriate landscape treatment for public rights of way in all new residential, office and commercial development.

Street trees and landscaping help unify neighborhoods and give them identity. They also reduce the impact of uninterrupted street pavement, and provide shade for pedestrians.

- K. Ensure that businesses provide signs that are attractive and consistent with neighboring commercial uses, that wherever possible, cannot be seen from residential neighborhoods, and that minimize visual clutter from roadways and other public areas.

San Ramon requires developers to submit a "Master Sign Program" for most commercial and multi-family residential projects to ensure that signs are compatible with the above-stated goals. The City also provides design guidelines and locational criteria for a variety of on- and off-site signs, all of which are subject to Architectural Review Board and/or Planning Commission review and approval.

- L. Develop attractive and distinctive street identification signs for all areas of the City.



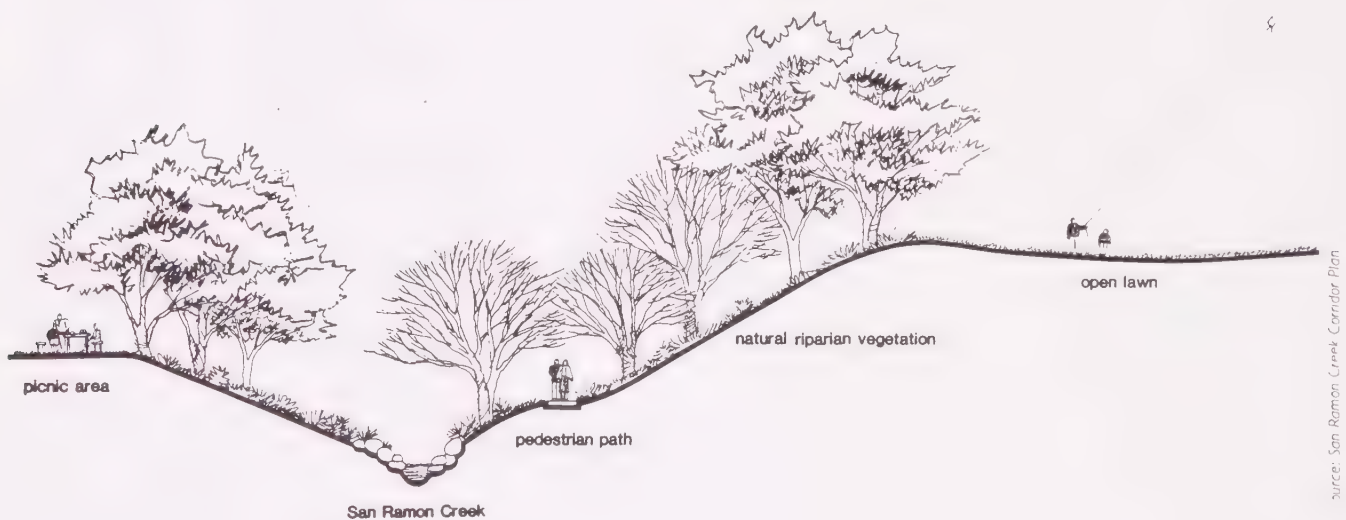
A specially designed sign identifying all streets in San Ramon will provide a unifying and visually appealing element throughout the City. When a design is developed, existing signs will be replaced on an as-needed basis.

- M. Maintain the predominant low building form throughout the City.

San Ramon's profile is dominated by primarily low buildings. However, it may be appropriate to allow taller structures associated with the City Center, and in the Bishop Ranch and Crow Canyon subareas.

- N. Require development adjacent to creeks to orient buildings for maximum public access and to provide landscaping along their banks.

South San Ramon, Watson Canyon, Oak, Norris, San Catanio, and San Ramon Creeks provide open space amenities within an urbanized setting. While large portions of these creeks are culverts or are sandwiched between private development, opportunities still exist to provide pedestrian access to these amenities via walkways and bridges, and visual access via scenic corridors and building setbacks. It is the City's goal to ensure that creekside settings remain accessible and open for everyone, as they provide visual relief and opportunities for outdoor recreation.



- O. Continue to provide park resources that combine well-designed buildings, recreational equipment and playing fields, and complementary landscaping at key locations throughout the City.



San Ramon residents take pride in their parks, which offer activities from childrens' play areas at all the facilities, to adult classes at the Community Center. San Ramon's parks are designed to blend with adjacent neighborhoods, capture significant views of the hillsides, and soften the urban environment.

- P. Require all walls and fences to be designed to minimize visual monotony.

It is the City's preference to reduce noise impacts on residential neighborhoods with landscaping and berms, and to avoid the use of soundwalls. However, where walls cannot be avoided, developments shall be designed to provide an attractive streetscape with varied building orientations, landscaping and berms, and any other techniques that will give visual relief.

- Q. Encourage underground parking in new development, where feasible.

Depending on size, residential, commercial and office development often must provide large parking lots to accommodate the needs of their residents and users. The City shall encourage the construction of underground parking wherever possible to eliminate wide expanses of asphalt at ground level.

3.5 ECONOMICS OF LAND USE

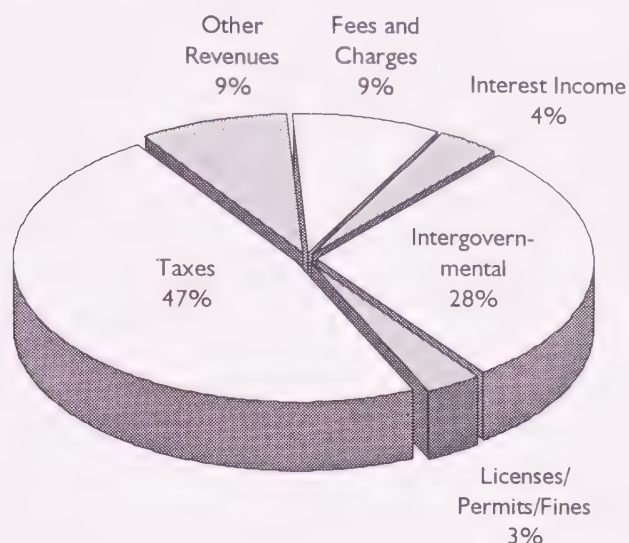
Economics is becoming an increasingly important factor in land use planning. Government budgets at all levels -- State, regional and local -- are changing, and these changes influence the ebb and flow of the City's revenues. It is critical that the City work with local businesses so that the public and private sectors can forge an alliance to respond to changing market conditions and preserve the local economy.

City revenues pay for the municipal services provided to the community, such as police, fire and park maintenance. The major components of San Ramon's budget revenues are shown in Figure 3D. Similar to other cities, San Ramon is largely dependent on property and sales tax revenues, which are influenced the most by regional and state economies. Sales taxes are also influenced by local decisions on development and growth.

A 1994 study¹ indicated that property taxes represent a 25% share, and sales taxes a 33% share, of the City's general fund monies. Prop-

¹ "Economic Development in San Ramon", Economic Development Task Force, May 1, 1994.

Figure 3D: FY 1995-96 City Revenues



erty taxes are the proceeds from a portion of the assessed value of all real property in the City, and sales taxes are the proceeds from a portion of taxed retail sales. Although property taxes represent a large percentage of the City's revenues, expansion of this component of the tax base may have only limited success, because both the tax rate and the portion allocated to the City are fixed by State law.

The 1994 study indicated a lack of diversified businesses generating sales taxes. A large proportion of the City's sales taxes (32%) is generated from electronic equipment sales and business-to-business leasing activity within the City. This has the potential of creating an unstable situation from one year to the next with respect to the City's overall revenue base. Furthermore, as the pace of economic growth has slowed throughout the region during the past few years, San Ramon has seen a decrease in the amount of revenues from sales taxes.

Declining municipal revenues create a climate in which land use decisions may be influenced by the amount of tax revenues a project can generate. Office and retail uses generate more tax revenue and less need for City services than housing. This can lead to an emphasis on office and retail development over housing construction as a means of increasing tax revenues. The City must balance land use decisions with ways to increase and diversify revenues.

San Ramon has pursued a balanced planning approach by providing a variety of housing while creating an attractive business climate. For example, in the Southern San Ramon subarea, the City has replaced older, less productive commercial and industrial uses with new hous-

ing, parks and neighborhood retail. In the Westside subarea, the City has designated land for residential development to provide housing for its employment base. City planning policy should weigh the intensity of development against public concerns over traffic, design, compatibility and regional effects.



The City is host to many corporations including Automated Data Processing, Chevron U.S.A., IBM, Marriott Hotel, Metropolitan Life Insurance, Northern Telecom, Inc., Pacific Bell, San Ramon Regional Medical Center, and United Parcel Service. Bishop Ranch Business Park, with about five million square feet of office complexes already in existence, and another 2.5 million square feet of approved future construction, is the dominant supplier of office space, hosting most of those large corporations. However, small companies citywide greatly outnumber the large ones, and are valued as essential service and product suppliers to the community. To protect this economic base, the City needs to anticipate economic trends and the needs of local businesses, so they will continue to grow and thrive in San Ramon. Creating a diversified economic base not only includes retaining businesses that meet the everyday shopping and service demands of San Ramon residents, but also encouraging new businesses that are compatible with the needs of the community.

San Ramon is a desirable place for businesses. Amenities in San Ramon, such as the outdoor opportunities at Central Park and the Iron Horse Trail, the variety of restaurants, the proximity to educational facilities and the library's Business Info Trac computer system, and accessible retail for everyday needs are a benefit to businesses trying to attract employees. Attractive public improvements throughout the City draw people to businesses in the area. These amenities and the positive image of the City help create a successful business climate.

Guiding Policy

- A. Maintain and enhance a stable and diverse economic base for the City, while promoting an appropriate balance of land uses.

Implementing Policies

- B. Create a joint public-private partnership to develop an economic strategy for the City.

In 1993, the City convened an "Economic Development Task Force" comprised of government, business and community representatives.

It is intended that this initial effort should become a key component of a citywide economic development program that will serve to maintain and diversify San Ramon's revenue base.

- C. Attract and retain a mix of businesses and industries that will diversify and strengthen the City's revenue base, while creating a balance with other community needs, such as affordable housing and open space.

It is important that programs to retain and expand existing businesses and attract new businesses are balanced with other City programs that contribute to the quality of life in San Ramon.

- D. Continue to provide high-quality City services to the community.

San Ramon requires that the public and private sectors share the cost of public improvements.

- E. Enhance commercial districts in the Crow Canyon subarea through joint cooperation between the City and the private sector.

The "Conservation and Enhancement Program" strategies for the Crow Canyon Redevelopment Area include working with current property and business owners to revitalize key commercial locations. The Redevelopment Agency can provide funding assistance to act as an incentive for business investment in the area.

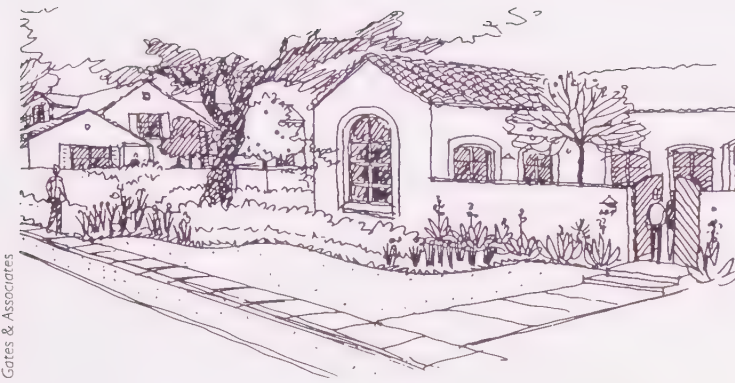
3.6 LAND USE MAP

The Land Use Map accompanying the General Plan reflects the location and types of allowed land uses throughout the City. The following definitions are provided to clarify the intent of the land use categories depicted on the Map. Together, the Plan and its Map implement the City's goal of guiding future development in a way that promotes the health, safety, and welfare of the community.

The 1995 Map incorporates the land use changes that have occurred since the City's first Map in 1986. The most obvious differences include land use designations for the area encompassed by the Conservation and Enhancement Program within the Crow Canyon subarea, and for the area encompassed by the Westside Specific Plan. In anticipation of its annexation to the City, Dougherty Valley Specific Plan land uses are also denoted. Other changes that have resulted from general plan amendments during the past ten years have also been incorporated.

The Land Use Map is a dynamic document. Although there are no significant modifications between the City's first Map and the Map accompanying this Plan, there may be future changes as a result of the implementation of General Plan policies.

RESIDENTIAL USES



Gates & Associates

There are six residential categories on the Land Use Map, each requiring a different minimum amount of land area per housing unit. A residential project may exceed the upper end of the designated density range, in exchange for senior and/or affordable housing. However, there is no commitment to approve densities at the top of a range.

Residential density is expressed as units per net acre. Net developable acreage is defined as the total land area less the area occupied by public or private streets, nonresidential uses, and areas of geological and physical constraints, including slopes over 20%, and creek and ridgeline setbacks pursuant to the policies of Ordinance 197. Densities are limited to one unit per acre on slopes between 10% and 15%, and to one unit per five acres on slopes between 15% and 20%. Table 3B shows the estimated number of units that will exist at full development.

Ranchettes: This residential category requires a 5-acre minimum site area, and is allowed on slopes less than 20% when consistent with existing development and site conditions. An example of ranchette development is the various residential parcels along Bollinger Canyon Road north of Crow Canyon Road.

Low Density: This category refers to residential densities of 0.2 to 3 units per net acre. Single-family detached homes on lots of 10,000 to 15,000 square feet are within this range; examples are the Twin Creeks Hills and Royal Ridge developments.

Low Medium Density: Residential development in this density range results in 3 to 6 units per net area, with a maximum lot size of 7,260 sq. ft. at the high end of the range. Examples of this density are the flatland single-family neighborhoods in Southern San Ramon, Twin Creeks and Vista San Ramon. Attached (common wall) units are permitted, provided each unit has ground-floor living area and private outdoor living space.

Medium Density: This density range results in 6 to 14 units per net acre, and includes single-family detached residences, zero lot line

units, and townhomes, provided that each unit has ground-floor living area and private outdoor living space. Examples include the Twin Creeks duets along Bollinger Canyon Road and the Newcastle development on Alcosta Boulevard.

Medium High Density: This category results in densities of 14 to 22 units per net acre and characterizes most of the multifamily development in San Ramon, including Foothill Gardens, Twin Creeks Apartments, and Cedar Pointe.

High Density: This density range, at 22 to 30 units per net acre, includes the Promontory Point apartment complex. Older condominiums and apartments along Alcosta Boulevard (The Gardens, Village Commons) slightly exceed the upper end of this range. High-density projects should have multilevel parking or parking under residential units.

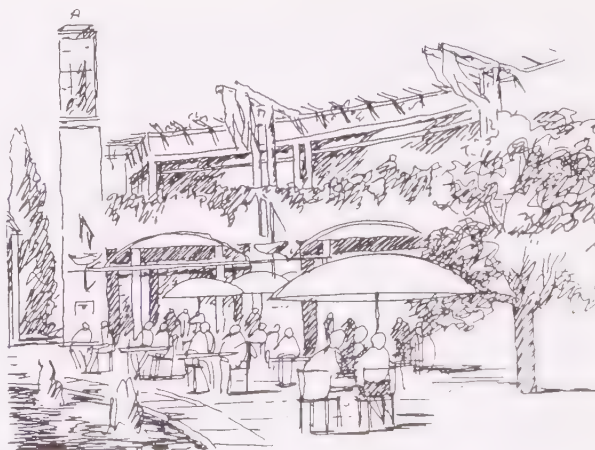
NON-RESIDENTIAL USES

The intensity of non-residential uses is expressed as floor area ratios (FARs), which is the total building area divided by the parcel area. Floor area ratios in the General Plan are not applied site-by-site, but are an average for all the properties within a land use designation on the Land Use Map. The FAR provides a measure of the allowable intensity of development for each type of land use. There are two new non-residential land use designations -- Mixed Use and Commercial Recreation -- whose type and intensity of uses will be further defined in the implementation of this General Plan.

Office: This land use designation provides for business, professional and public offices, and retail at appropriate locations; hotels may also be permitted. The net FAR for office use ranges between 0.30 and 0.35.

Retail Shopping: This land use designation provides for retail shopping centers and services, with a wide range of uses including restaurants, commercial recreation facilities, service stations, and personal, business and financial services. Limited non-retail uses may be permitted. The net FAR for this designation is 0.30.

Thoroughfare Commercial: The uses allowed by this designation include travel-oriented commercial uses, for example, hotels, motels, service stations and restaurants, located along major arterial streets and intersections adjacent to I-680. The allowable net FAR for this designation is 0.30, but may increase to 0.50 in certain areas of the City.





Commercial Services: The commercial services designation includes automotive sales and services, building materials, contractors' yards, warehousing, storage and similar uses. Offices not accessory to a principal use are excluded. The allowable net FAR is 0.40.

Manufacturing and Warehousing: This designation provides for general and low-intensity industrial uses, such as light manufacturing, warehousing, distribution and research and development facilities, with limited industrial activities including non-nuisance production, distribution, and storage of goods. Offices not accessory to a principal use are excluded. Public/semi-public uses such as utilities and parks may be permitted, as well as limited commercial services. Maximum allowable net FAR is 0.40, except in the General Industrial District where building intensity is limited to 50% of lot coverage.

Mixed Use: The mixed use designation provides for an integrated mix of retail, office, commercial services, civic, higher density residential, recreational, and transit uses. Maximum allowable net FAR is anticipated to be 0.50, with a minimum residential density of 22 units per net acre.

Public and Semipublic: The uses allowed by the public/semi-public designation include schools, hospitals and related medical offices, religious institutions, utilities, and quasi-public uses. In general, net FAR ranges from 0.25 to 0.35.

Commercial Recreation: The commercial recreation designation includes golf courses, sports and fitness clubs, horse stables, and amusement parks. Specific uses will be governed by the Zoning Ordinance. Net FAR should be between 0.25 and 0.30.

Parks: This designation provides for public and private recreation sites and facilities, such as neighborhood and community parks, pocket parks, and swim clubs. Limited supporting commercial enterprises to support park uses may be permitted. The average net FAR should not exceed 0.10.



Open Space: The open space designation provides land that is protected from development and primarily held in its natural vegetative state, not necessarily open to the public. Some open space may be privately owned and used for agricultural purposes. The net FAR should not exceed 0.10.

One of the tools that a city uses to implement General Plan policy is the Zoning Ordinance. These two documents must be consistent with each other, and contain mutually reinforcing actions, if the City's goals and objectives are to be realized. A fundamental link between a general plan and a zoning ordinance are the land use designations and zoning districts described in each document. Table 3E shows which zoning districts in San Ramon are consistent with each of the land use designations described above.

Table 3E: Consistency between the General Plan and the Zoning Ordinance

General Plan Land Use Designations	Consistent Zoning Districts ^a
RESIDENTIAL	
Ranchettes	RR
Low Density	RR, RE-A, RE-B, RS-12, RS-10
Medium Density	RS-7, RS-6, RS-D
Medium High Density	RM, RMH
High Density	RMH, RH
OFFICE, COMMERCIAL, INDUSTRIAL	
Office	OL, OA, M-1, M-2
Retail Shopping	CC
Thoroughfare Commercial	CT
Commercial Services	CS
Manufacturing and Warehouse	IL, IG, IC
MIXED USE	
Mixed Use	MU
COMMUNITY FACILITIES / OPEN SPACE	
Public and Semipublic	PS, CR, all remaining districts if under 2 acres ^b
Commercial Recreation	CR, P
Parks	P, all remaining districts if under 2 acres ^b
Open Space	OS-1, OS-2, AG

a This inventory includes only "base" zoning districts; it does not include "overlay" zoning districts, which can be applied to the base zoning. Overlay districts include: Resource Conservation, Landmark, Interim Study, Redevelopment, Height, and Senior Housing.

b Public/semi-public uses and parks facilities on sites of less than 2 acres shall be subject to the regulations of the base and overlay zoning districts.



San Ramon General Plan

Housing Element

Housing Element

The State Legislature has found that “the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order” (Government Code § 65580{a}). The State requires a detailed analysis of a community’s response to its identified housing needs. The Housing Element establishes policies and actions that a community will pursue to ensure safe, decent housing for all current and future residents.

*A street house, a neat house,
Be sure and wipe your feet house
Is not my kind of house at all --
Let's go live in a tree house.*

**“Tree House”
by Shel Silverstein**

The complete Housing Element is included in the “*Technical Supplement*.” The following is the City’s Housing Program, which contains policies that address implementation, affordability, provision of housing sites, constraints to housing production, residential and energy conservation, and housing discrimination. These policies represent the City of San Ramon’s commitment to finding practical solutions that address the issues of providing housing for everyone in the community.

4.1 IMPLEMENTATION

Implementation of the City’s Housing Program will require an ongoing commitment involving a substantial investment in time, effort and resources. The City’s Economic Development Advisory Committee makes recommendations regarding San Ramon’s housing programs.

Guiding Policy

- A. Ensure that the City’s housing program is implemented to meet the needs of current and future residents.

Implementing Policies

- B. Consider the Economic Development Advisory Committee's recommendations regarding San Ramon's housing programs.
- C. Promote affordable housing in every proposed residential development, and for every non-residential proposal, promote a mix of uses that includes affordable housing.

4.2 AFFORDABLE HOUSING

Guiding Policy

- A. Provide a range of opportunities for affordable housing.

Implementing Policies

- B. Allow increases in density bonuses above 25%, the minimum density bonus required by California law.

The City's Affordable Housing Density Bonus permits developers to achieve higher densities which encourages the construction of below-market-rate housing, because higher densities effectively reduce the cost of land per dwelling unit.

- C. Participate with Contra Costa County in offering programs to San Ramon residents that assist households in the purchase of their first home.

When funding is available, Contra Costa County offers San Ramon an opportunity to participate in its first-time homebuyer programs, which include low-interest loans and mortgage credit certificate programs.

- D. Establish a Housing Trust Fund to assist in the development of affordable housing.

The City may establish a trust fund for the purpose of financing lower-income housing. Revenue sources could be developer contributions from projects where below-market-rate housing is not feasible, redevelopment funds, commercial linkage fees, special taxes and interest on City accounts.

- E. Develop a program that encourages non-residential development in San Ramon to contribute to housing programs that benefit their employees.



For those employees working in San Ramon who would otherwise have difficulty in finding housing in the City, San Ramon employers could, for example, either provide or subsidize residences for their employees, or contribute funds to construct nearby housing, or participate in various homebuyer programs.

- F. Make every effort to prevent the conversion of affordable housing units to market rate values for a period of 30 years, after initial occupancy.
- G. Work cooperatively with property owners of subsidized apartments to maintain these units for low-income families.
- H. Consider density bonuses in addition to those required by state law for senior housing projects having desired characteristics as defined in existing City policy.

The City's Senior Housing Overlay District allows density bonuses of up to 100%, or up to 60 units per net acre, if the project meets certain criteria.

- I. Utilize development agreements when appropriate to encourage a full range of housing types.

The City's development agreements shall require developers to provide a specific number of very low-, low- and moderate-income housing, as appropriate to the project.

- J. Apply for available State and Federal funds, and encourage the use of private financing mechanisms, to assist in the production of affordable housing.
- K. Encourage non-profit housing developers to work with the City in promoting affordable housing in San Ramon.

The City shall inform non-profit developers of opportunities for siting affordable housing in the City, and will work with them to achieve San Ramon's housing goals.

4.3 HOUSING OPPORTUNITY

Guiding Policy

- A. Expand housing opportunities to promote a diversity in type, size, location, and price to permit a choice of housing for persons of all economic levels.



Implementing Policies

- B. Identify non-residential land for potential rezoning that would allow affordable housing.

Given the need for more land to provide housing in a community that has a regional employment center, the City has preliminarily identified the City Center area and land near the intersection of Bollinger Canyon and Crow Canyon Roads that could be developed for future residential uses, including affordable housing.

- C. Work with Contra Costa County to ensure that affordable housing is included in any Dougherty Valley development plan.

The County's adopted Specific Plan requires that 25% of the entire development be set aside as affordable to lower and moderate income households, which is a goal that is supported by the City.

- D. Encourage housing for senior citizens and others with special needs.

The City has congregate care facilities for seniors. The City also allows residential care facilities for children and adults with special needs in residentially-zoned and public/semi-public districts.

- E. Permit and encourage the construction of second units with the City's Second Unit Ordinance.
- F. Consider manufactured housing in residential districts where appropriate, provided that it meets the same standards as conventional housing and is placed on permanent foundations.
- G. Promote a combination of residential, retail and office uses in areas designated for mixed use.
- H. Develop and implement a homeownership assistance program.

Priority should be given to those who work in the City. Possible assistance programs include mortgage assistance payments, down payment assistance, equity sharing and methods to subsidize the cost of land. Additionally, the City will attempt to work with employers to encourage their participation in a homeownership assistance program.

- I. Encourage accessibility of housing to disabled persons.

Population groups in the City with special needs are the physically, emotionally and developmentally disabled. The City not only enforces American Disabilities Act requirements for rental housing units, but also encourages the provision of handicapped features in single-family homes through its "Accessible Housing Resource Guide".

- J. Encourage the development of housing for the emotionally and developmentally disabled.

The City has been approached by non-profit developers of housing for the emotionally disabled, and CDBG funds to purchase land have been approved. The City is also open to the development of housing programs for the developmentally disabled.

- K. Adopt a condominium conversion ordinance.

The goal of such an ordinance would be the preservation of rental housing, and will include incentives for apartment owners to not convert to ownership housing.

- L. Require multi-family residential development to provide 3- and 4-bedroom units for larger families.

The only 3-bedroom rental units in the City are in the Promontory Point apartment complex. One of the City's goals is to ensure that a sufficient number of rental units are made available for the City's population of larger (five or more individuals) families.

- M. Amend the Zoning Ordinance to allow emergency shelters and transitional housing as a conditional use in districts that are zoned for industrial and public/semi-public uses.

State law requires cities and counties to identify adequate sites to facilitate the development of emergency shelters and transitional housing. Allowing homeless facilities to be sited within either the industrial or public/semi-public zones will ensure that the residents will be close to needed services, such as transportation, medical emergency centers and shopping.

- N. Monitor statistics from police, County agencies or private organizations regarding homeless shelter needs.

The City's "People in Crisis" survey provides information by which to monitor the homeless population in the area.



San Ramon General Plan

Traffic & Circulation Element

Traffic & Circulation Element

The Traffic and Circulation Element is intended to provide guidance and specific actions to insure the continued safe and efficient operation of San Ramon's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning and growth management strategies.

State Law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and protect the environment.

San Ramon's Transportation Management Program incorporates four strategies. First, transportation programs are based on circulation system planning and land use planning. Second, the City's traffic circulation planning efforts are integrated with those of adjoining cities and counties in a cooperative, regional planning effort. Third, state of the art traffic engineering is used to bring planned improvements to reality. Fourth, management strategies are employed to reduce dependence on single occupant vehicles for commute travel. Only through the development and implementation of all these strategies can the City's commitment to a balanced, efficient circulation system be achieved.

*The traffic light simply
would not turn green
So the people stopped to wait
As the traffic rolled
and the wind blew cold
And the hour grew dark and late.*

"Traffic Light"
by Shel Silverstein

What is “Level of Service (LOS)?”

Traffic level of service (LOS) is an objective measure of operating conditions on streets and at intersections. The term “Level of Service” refers to the traffic conditions which confront drivers when they are using the roadway system. The calculation of levels of service results in numerical ratios which help to describe the degree of traffic congestion, as well as the amount of roadway capacity. San Ramon has adopted policies to insure that acceptable levels of traffic service are maintained on City streets as development progresses. Peak-period traffic (or commute hour traffic) on arterial routes are evaluated by comparing projected traffic volumes to roadway and intersection capacities. The ratio of traffic volume to traffic capacity (“volume/capacity” ratios) can be used to describe the quality of traffic flow on a roadway or through an intersection. Traffic operations are classified by Levels of Service (LOS) A through F.

5.1 CIRCULATION AND LAND USE

The circulation network provides the linkage between different land uses, and facilitates access to home, shopping, jobs and recreation. With an efficient transportation system, people in San Ramon can enjoy the advantages of living in a small community and at the same time have easy access to neighboring metropolitan areas. Figure 5A shows the circulation network.

Recent traffic studies conclude that some arterial roadways in San Ramon may not be able to accommodate the amount of development projected for the City and the surrounding area. In addition to new roadway construction and street widening projects, which can be expensive and damage the environment, alternatives to major road improvements are discussed throughout this Element. They include Transportation Demand Management, more efficient operation of existing roads, and improvements to the bus, bicycle and pedestrian circulation systems. More importantly, this Element, as well as the Land Use and Growth Management Elements, contain policies that allow development to occur only if it meets the City’s infrastructure requirements and traffic level-of-service (LOS) standards as shown in Table 5A.

Table 5A: Level-of-Service Standards

Level of Service (LOS)	Volume / Capacity Ratios (V/C)	Description
A	< 0.60	Traffic is typically free-flowing; very little delay.
B	0.61 - 0.70	Only slight delays; the majority of vehicles do not stop.
C	0.71 - 0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	0.81 - 0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	0.91 - 1.0	Delays can exceed one or more signal cycles.
F	> 1.0	Excessive delays; back-ups from other locations restrict or prevent movement.

As part of the development review process, developers are required to prepare traffic studies. If traffic from a proposed project results in unacceptable impacts to the City’s circulation system, the developer is required to include mitigation measures which will maintain acceptable levels of service.

Guiding Policy

- A. Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.

Implementing Policies

- B. Strive to maintain traffic LOS C or better as the standard at all intersections, with LOS D during a total of no more than three peak periods of the day (a.m., p.m., and noon peaks).

The Growth Management Element further discusses the specific conditions under which LOS D will be accepted.

- C. Require traffic impact studies for all proposed new developments which are projected to generate 50 or more peak hour vehicle trips.

No proposed development expected to generate 50 or more peak hour vehicle trips will be approved, unless it can be shown that this impact can be mitigated and the City's LOS standards can be maintained.

- D. Identify and implement circulation improvements on the basis of traffic studies.

Improvements may include lane expansions at intersections, related channelizing of traffic, and signal installations.

- E. Adopt and implement uniform design standards for City arterials, collectors, and local streets.

- F. Monitor key intersection levels of service on a biennial basis and document the results and identified needs in a Transportation Implementation Program.

Monitoring street intersections on a frequent basis will help the City assess its goal of meeting levels of service standards as well as Measure C requirements, and determine needed transportation improvements. A Transportation Implementation Program should include a description of each improvement concept, anticipated timing for implementation, identified funding sources, and any specific triggers that initiate the improvements. This Program should be reviewed on an annual basis and used to identify the transportation projects that should be added to the City's Capital Improvement Program.

5.2 REGIONAL TRANSPORTATION PLANNING

Regional transportation planning coordination is a major focus of the City's transportation management philosophy. In 1988, Contra Costa County voters approved Measure C, the Contra Costa County Transportation Improvement and Growth Management Initiative. Measure C established countywide standards for traffic level of service and circulation improvements, as well as a comprehensive growth management program which includes a requirement for cooperative multi-jurisdictional transportation planning. San Ramon has actively participated in the development of subregional multi-jurisdictional planning efforts including the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC). Many of the policies in Section 5.2 are also referenced in the Growth Management Element, which discusses Measure C requirements in detail.

Guiding Policy

- A. Participate in local and regional transportation planning.

Implementing Policies

- B. Develop and implement action plans for routes of regional significance, in cooperation with the Southwest Area Transportation Committee (SWAT) and the Contra Costa Transportation Authority (CCTA).
- C. Develop and implement the Tri-Valley Transportation Plan through participation in the Tri-Valley Transportation Council (TVTC).
- D. Participate in programs to mitigate regional traffic congestion.

A "transportation facilities fee" is one method for funding programs to address traffic congestion at the regional level. Such a fee would be required of new development, and used to provide needed improvements to the transportation system throughout the Tri-Valley region.

- E. Support goals and policies of the Contra Costa Congestion Management Plan (CMP) that apply to San Ramon.

In 1991, California voters approved Proposition III, which created a new regional transportation planning tool, the Congestion Management Plan (CMP). Each California county is required to adopt a CMP which establishes service standards for State highways and other arterial routes, addresses the impacts of land

Circulation Network



- Legend**
- Arterial Streets
 - Collector Streets
 - 4 Number of Lanes
 - (4) Number of Lanes For Right-of-Way Preservation
 - Planned Streets
 - City Limits
 - Sphere of Influence



Figure 5A

use decisions on regional traffic conditions and implements a trip reduction program. The Contra Costa Transportation Authority is the designated Congestion Management Agency (CMA) for Contra Costa County.

- F. Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing facilities and the construction of new facilities.
- G. Identify the impacts of land use decisions on regional as well as local transportation facilities.
- H. Support regional air quality objectives through effective management of the City's transportation system.

5.3 ARTERIAL ROADWAYS

The City's circulation system is based on a functional classification of arterial, collector, and local streets. The system of classifying roadways is intended to provide adequate capacity on major routes while limiting through-traffic in residential neighborhoods. The function of arterial roadways is to accommodate high traffic volumes and intra-city circulation. Drivers use these streets to travel to activity centers, freeways, and other arterials. These streets also serve adjacent residential land uses.

Guiding Policy

- A. Design arterial roadways to carry high-volume, higher-speed traffic, thereby minimizing through-traffic in residential areas of the City.

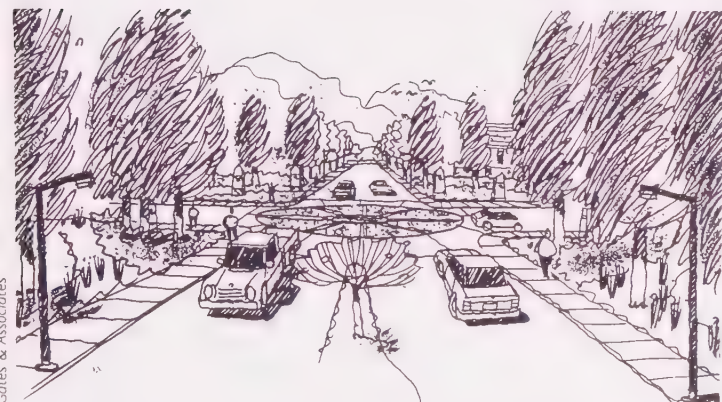
Implementing Policies

- B. Widen and improve Crow Canyon Road to eight lanes from the I-680 freeway to Alcosta Boulevard, to six lanes from Alcosta Boulevard to El Capitan, and reserve right-of-way for widening to six lanes from El Capitan Drive to the easterly City limit.
- C. Widen and improve San Ramon Valley Boulevard to four through lanes along its entire length.
- D. Reconstruct the Alcosta Boulevard Interchange with I-680 to provide for increased capacity on the southbound on- and off-ramps, as specified in the Westside Specific Plan.



- E. Construct Deerwood Road as a four-lane roadway from Crow Canyon Road easterly to San Ramon Valley Boulevard.
- F. Construct Fostoria Way east of I-680 as a four-lane roadway from Crow Canyon Place to Camino Ramon.
- G. Provide for the widening of Bollinger Canyon Road to a six-lane roadway from Alcosta Boulevard to the easterly City limits.
- H. Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, prohibiting residential access, and requiring sufficient on-site parking to meet the needs of each project.
- I. Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.
- J. Pursue federal, state, and other non-city funding to complete circulation system improvements.

5.4 COLLECTOR AND LOCAL ROADWAYS



Collector roadways are used to travel within and between neighborhoods. These roadways collect traffic from local streets and route it to arterials. Local roadways are used to travel within neighborhoods, and are designed to discourage through-traffic in residential areas. The City sets stringent standards to limit traffic volumes to acceptable levels on these roadways, as they often have the capacity to carry far more traffic than is tolerable to people living along them.

Guiding Policy

- A. Design and reconfigure collector and local roadways to improve circulation and to connect residential and commercial areas of the City.

Implementing Policies

- B. Implement traffic-control measures for collector roadways that will achieve the City standard of less than 3,000 vehicles per day.

- C. Implement traffic-control measures for local roadways that will achieve the City standard of less than 500 vehicles per day.
- D. Discourage through traffic on local roadways.

Local streets within residential neighborhoods shall be designed to discourage through-traffic.

- E. Design the City's roadway system to reduce reliance of new development on existing collector roadways already carrying high traffic volumes.

Roadways carrying traffic volumes over the policy limit of 3,000 vehicles/day are Pine Valley Road, Norris Canyon Road, Davona Drive, Montevideo Drive and Broadmoor Drive. This occurs largely as a result of inadequate arterial and collector spacing.

- F. Construct Westside Drive, a north-south collector roadway west of San Ramon Valley Boulevard, as necessary, to connect new residential developments in the Westside subarea.

- G. Reconstruct Norris Canyon Road west of Bollinger Canyon Road to provide a width of 34 feet, with one traffic lane and a bicycle lane in each direction.

Norris Canyon Road from the San Ramon City limits to Twin Creeks Drive shall be preserved as a two-lane, limited-capacity roadway to discourage through-traffic.

5.5 TRANSPORTATION DEMAND MANAGEMENT

The term "Transportation Demand Management" (TDM) refers to measures designed to reduce automobile traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable levels of service in the Tri-Valley and elsewhere in the Bay Area.

San Ramon recognizes the need to reduce the use of single occupant vehicles to achieve improved levels of service and regional air quality, and has adopted a TDM Program aimed at attaining a ridership of 1.35 occupants per car by 1998. Since 1989, the City's data has shown that it maintains the lowest drive alone rate of all Contra Costa County jurisdictions, and has a high number of vanpools with a San

Ramon destination. The City's TDM Program provides a unique opportunity for the public and private sectors to work together toward the common goal of reducing traffic congestion.

TRANSIT

San Ramon is currently served by two public transit providers: the Central Contra Costa Transit Authority (CCCTA) and the BART Express. In anticipation of the larger role that public transit will play in the future as San Ramon builds out, an intermodal transit facility is being constructed within the Bishop Ranch subarea. This facility will provide bus service for commuters within San Ramon, as well as connecting service to and from adjoining cities in the Tri-Valley.

While the City has worked closely with CCCTA to fill the need for local-serving public transit, regional as well as local transit appears necessary to maintain acceptable levels of service. Projections indicate the potential for serious traffic congestion in the I-680 corridor in the future, even with the freeway widened to eight lanes. These projections are based on anticipated growth in the communities along the I-680 corridor. Regional public transit serving the I-680 corridor will be necessary to preclude further widening of the freeway.

Guiding Policy

- A. Utilize Transportation Demand Management (TDM) as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon streets, and to contribute to regional air quality improvements.

Implementing Policies

- B. Cooperate with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon.
- C. Encourage and assist major employers and commercial complexes to reduce the number of single-occupant vehicles.

The City's TDM Program encourages major employers to improve their ridership to achieve a ratio of 1.35 people/car. The Program also incorporates a regular monitoring program of annual employer ridership surveys/driveway counts to assess employer progress.

- D. Support local bus service to and from regional transit lines.
- E. Preserve options for future transit use when designing improvements for roadways.



Transit routes are revised as necessary to reflect the current needs of residents and commuters. In order to provide for future transit route planning, bus turnout areas should be required for proposed developments throughout the City.

- F. Locate future transit uses in the I-680 right-of-way.

San Ramon, Danville and Contra Costa County have adopted a memorandum of understanding which designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley. Development plans for the Dougherty Valley and Bishop Ranch should consider transit alignment options which link with I-680 transit.

- G. Improve and expand bicycle routes for commuters in San Ramon.
- H. Work with other jurisdictions and agencies to coordinate the City's TDM program with regional plans that are aimed at reducing traffic congestion and improving air quality.

Regional coordination plays an important role in TDM. San Ramon regularly co-sponsors regional events and publications with other communities to promote TDM goals and objectives.

- I. Encourage new development to include a mix of uses that will allow people to walk between destinations.

A safe, convenient and effective bicycle and trail system should be created and maintained to encourage increased bicycle use and walking as alternatives to driving.

- J. Support alternative public transportation programs and obtain funding for new TDM projects.

Pursuing additional funding for special TDM projects, such as the City's "Van with Sam" program, would further encourage commuters to use alternatives.

- K. Encourage major employers and commercial complexes to emphasize public transit services.
- L. Coordinate with Caltrans and transit providers to identify and implement park and ride sites with convenient access to public transit.



5.6 BICYCLE AND PEDESTRIAN ROUTES

Bicycling and walking are key elements of San Ramon's circulation system. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the private automobile.

Figure 5B identifies the location of the City's existing and future bicycle routes, and Table 5B categorizes these routes by "class". Bicycle routes are grouped into three different categories, all of which have standards for width, signs and pavement marking. A "Class I" bikeway, also referred to as a bike path, is a right-of-way that is completely separated from any street. A "Class II" bikeway, or bike lane, is a one-way, striped lane on a street. A "Class III" bike route shares the road with pedestrians and motor vehicle traffic, and is marked only by signs. With the exception of the Iron Horse Trail, a Class I bikeway, and the proposed Cross Valley Trail, all bikeways in San Ramon are Class II or III, located on City rights-of-way. It is the City's goal to provide and maintain a safe and comprehensive bicycle and pedestrian system that connects all parts of the City.

Guiding Policy

- A. Encourage bicycling and walking as alternatives to the automobile.

Implementing Policies

- B. Establish a network of on-and-off roadway bicycle routes to encourage their use for commute, recreational and other trips.
- C. Develop bicycle routes that provide access to schools and parks.
- D. Emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation.

The Iron Horse Trail is an ideal corridor for a bicycle path because it is flat and continuous through the entire San Ramon Valley, and it links residential areas with the Bishop Ranch. With a proposed path and landscaping for walkers, joggers, equestrians and bicyclists, this Southern Pacific Railroad right-of-way is one of San Ramon's primary public assets. The East Bay Regional Park District proposes a Class I bike route along the entire rail corridor from the Alameda/Santa Clara County line north to Martinez. Any proposal for uses other than non-motorized forms of travel will require mitigation and public participation.



- E. Require developers to provide bicycle parking, racks, storage and other support facilities as part of any new development.

Studies have indicated the importance of providing well-located, secure bike storage facilities at employment sites, shopping and recreational areas, and schools in order to facilitate bike use. The City shall seek assistance from major employers to provide similar facilities for their employees.

- F. Develop a series of walkways within Bishop Ranch, commercial districts, and residential neighborhoods.

Sidewalks should be creatively designed to invite safe and pleasant use by pedestrians, and be free of obstacles, such as signs. Sidewalks should be protected or separated from traffic.

- G. Continue to carry out requirements to make public rights-of-way accessible to physically disabled persons.

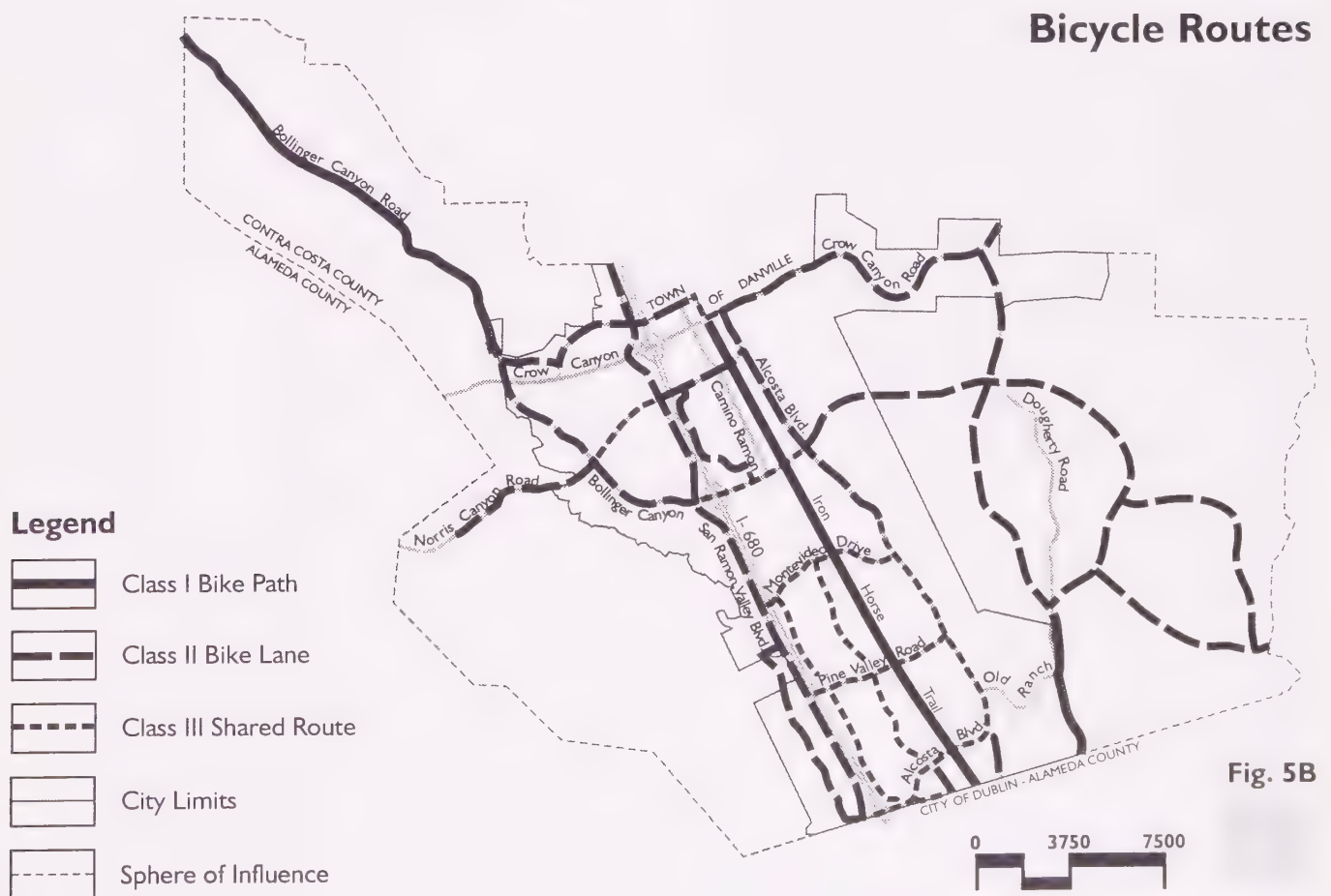


Table 5B: Bicycle Routes by Classification

LOCATION	EXISTING			PROPOSED		
	I	II	III	I	II	III
Alcosta Boulevard (between Crow Canyon Road and Veracruz Drive)		●				
Alcosta Boulevard (between Veracruz Drive and San Ramon Valley Boulevard)			●			
Bishop Drive (between Norris Canyon Road and Sunset Drive)			●		●	
Bollinger Canyon Road (between Norris Canyon Road and Crow Canyon Road)			●		●	
Bollinger Canyon Road (between San Ramon Valley Boulevard and Norris Canyon Road)		●				
Bollinger Canyon Road (north of Deerwood Drive)				●		
Bollinger Canyon Road (between Alcosta Boulevard and San Ramon Valley Boulevard)			●			
Cross Valley Trail (between Tareyton Avenue and Alcosta Boulevard)				●		
Crow Canyon Road (east of Alcosta Boulevard)		●				
Crow Canyon Road (Alcosta Boulevard to Iron Horse Trail)			●			
Davona Drive			●			
Dougherty Road					●	
Fostoria Parkway					●	
Kimball Avenue			●			
Montevideo Drive			●			
Norris Canyon Road (east of San Ramon Valley Boulevard)		●				
Norris Canyon Road (between San Ramon Valley Boulevard and Bollinger Canyon Road)			●			
Old Ranch Road						●
Pine Valley Road			●			
San Ramon Valley Boulevard		●				
Stagecoach Road					●	
Sunset Drive			●			
Village Parkway		●				
Westside Drive					●	

Public Facilities & Utilities Element



Public Facilities & Utilities Element

The Public Facilities and Utilities Element identifies the capital improvements and facilities needed to serve San Ramon, including cultural, civic and educational facilities, as well as utilities and communication systems. This Element also sets forth the standards desired by the community for its public schools. It is the City's goal to guarantee a full range of high quality public and private facilities and services so as to ensure each resident a safe, healthful and attractive living environment.

6.1 PUBLIC FACILITIES

San Ramon's commitment to providing the community with outstanding public places is reflected in the number and quality of facilities it has built in just five years: the library (1988), the community center (1989), the senior center (1992) and its service center (1993). The City also assumed operation of the Olympic Pool in 1988. These facilities do more than provide public services; they are also symbols which promote pride and collective self-esteem, and foster a sense of place, mutual ownership and community.

While these public places serve a wide variety of social, cultural and recreational needs, service demands have resulted in rapid growth of the programs and activities offered by the City. San Ramon's public facilities now operate at maximum capacity. The City is studying the financial feasibility of a Civic Center, complete with cultural facilities, to be located within the area that is designated as the City Center on the Land Use Map.

*When I go to a library
My imagination runs free.
I see faces and places
That made history.
I look to my left,
And whom do I see?
It's General Washington
Leading the troops to victory.
I turn the corner,
And guess who's there?
It's the Wright Brothers
Soaring through the air.
I look to my right,
Any where do I go?
On top of Mount Fuji
With the whole world below.
I look behind me,
And where do I stand?
Aboard the Titanic
Hoping to spot land.
You can visit these places, too.
Because these books are here for you*

*by Adam Wilson
Daniel Webster High School, Los Angeles*

DEFINITIONS

The following are definitions of public places and facilities in San Ramon. Performance standards for community centers and libraries are in the Growth Management Element.

Community Center: A facility designed to meet the needs of the population for civic meetings, recreation activities, social gatherings, and cultural enrichment such as the San Ramon Community Center and the San Ramon Senior Center Park and Gardens.

Community Theater: A cultural facility that provides space for concerts, plays, lectures and shows. There are two types of facilities: studio and proscenium theaters. A studio theater is a facility of up to 250 seats that can be rearranged to accommodate a variety of theatrical productions. A proscenium theater is a larger facility with permanent raked seating capacity of approximately 450.

Civic Center: An area within the City Center that includes public buildings, such as a City Hall or performing arts theater, for which both public and private investment is expected to occur.

City Center: A central gathering place including civic, commercial, and social activities. A City Center may include a performing arts theater, retail stores and art galleries, and other pedestrian-oriented uses.

Library: A facility in which literary, artistic, and reference materials are kept for public use and circulation.

Guiding Policy

- A. Provide public and cultural facilities that contribute to the City's positive image and enhance community identity.

Implementing Policies

- B. Develop and implement a Civic Center in cooperation with Sunset Development Company.

The Civic Center is anticipated to be a place for City Hall, a community theater, and other public buildings such as a museum, within the City Center area. Compatible private structures and uses may also be integrated into this "civic hub" for San Ramon.

- C. Determine the feasibility and potential sites for a community theater.

The Parks and Recreation Master Plan adopted in 1991 established a goal of 4.3 seats per 1,000 population for studio theaters, and a goal of 12.9 seats per 1,000 population for proscenium theaters.

- D. Maintain City performance standards for libraries and services in cooperation with the Contra Costa Library System.

The City should explore a variety of options to increase library space and services as growth in population occurs. Possibilities include the construction of a new building, the use of an existing building as an annex, as well as the joint use of public or private facilities.

- E. Ensure that public facilities are provided on a timely basis in the Dougherty Valley according to the terms of the 1994 Settlement Agreement.

6.2 UTILITIES

San Ramon is currently served by TCI Communications for cable television, Pacific Bell for telephone services, and Pacific Gas and Electric for natural gas and electrical needs. However, new technologies are forcing the merger of services offered by utility providers, especially in the communications field. Given the City's large employment base, combined with future development in the Dougherty Valley, San Ramon must facilitate the use of these new technologies. Many businesses now consider the communications capacity of places where

Public Facilities



Legend

SCHOOLS AND SCHOOL PARKS

- 1 Bollinger Canyon School
- 2 Country Club School / Park
- 3 Golden View School / Park
- 4 Montevideo School / Park
- 5 Neil Armstrong School
- 6 Twin Creeks School / Park
- 7 Walt Disney School / Park
- 8 Pine Valley Intermediate School
- 9 California High School
- 10 San Ramon Valley School District Service Center

MEDICAL FIRE POLICE

- 11 San Ramon Regional Medical Center
- 12 Dougherty Regional Fire Authority
- 13 San Ramon Valley Fire Protection District
- 14 San Ramon Valley Fire Protection District
- 15 San Ramon Police Department

CITY FACILITIES AND PARKS

- A San Ramon City Offices
- B San Ramon Community Center / Central Park
- C San Ramon Library
- D San Ramon Senior Center, Park and Gardens
- E San Ramon Service Center
- F Athan Downs
- G Boone Acres
- H Crow Canyon Gardens
- I Inverness Park
- J San Ramon Olympic Pool
- K Mill Creek Hollow
- L Red Willow Park
- M San Ramon Recycling Center

- City Limits
- Sphere of Influence



Figure 6A



they want to do business as part of their relocation criteria. Increasingly, firms look for communities that offer electronic amenities such as fiber optic and satellite linkages, which are necessary to support activities like telecommuting and teleconferencing programs. Bishop Ranch Business Park is now equipped with a fiber optic system called SONET (synchronous optical network), which will enable high-speed connections whereby people can communicate and see one another on their personal computers. San Ramon welcomes the arrival of advanced communication networks, and will work with utility providers to offer a wide range of technology services for both residents and businesses within our community.

Guiding Policy

- A. Ensure the provision of adequate communication and utility systems for existing and future residents and the business community.

Implementing Policies

- B. Cooperate with Pacific Gas and Electric Company (PG&E) to monitor future utility expansion to ensure that facilities are designed and planned with minimal impact on existing and future residents.

The issue surrounding electric and magnetic fields (EMF's) will be debated for many years to come. Based on the scientific uncertainty that exists in this field, the City will monitor developments in this area, and continue to follow the principles of "prudent avoidance" and keep its library of information on EMF's current.



- C. Work with PG&E to improve transmission line corridors with attractive, community-serving uses.

Ornamental planting and recreational uses, including trails and playing fields, should be encouraged.

- D. Designate service corridor easements when tentative maps or areawide plans are approved.
- E. Require new development to underground all utility lines needed to serve the future buildings and their occupants.
- F. Encourage undergrounding of existing overhead utility lines throughout the City.

The City is exploring alternate sources of funding in addition to PG&E monies available under Rule 20(a) to facilitate undergrounding of all overhead lines.

- G. Continue to monitor cable television services to ensure the highest quality service consistent with Federal Communications Commission guidelines.
- H. Encourage utility providers to foster better access, use and distribution of multi-media products, including fiber optics, wireless technologies, and satellite communications.
- I. Require all new development to provide the technology to support dual cable and telephone providers.
- J. Develop regulations for the installation of telecommunications facilities to ensure that they will not result in any impacts to the community.

One component of the advanced telecommunications network is wireless services, which use equipment such as panel antennae and satellite dishes. Potential impacts associated with this equipment include land use compatibility, health and safety concerns, and equipment aesthetics. These issues shall be researched and appropriate siting criteria adopted for installing wireless infrastructure within the City.

6.3 SCHOOLS

School districts are exempt from local regulations, and cannot be required to adhere to City General Plan policies. However, cooperation between the City and the School District is essential in order to provide high quality educational facilities.

The San Ramon Valley Unified School District serves the entire San Ramon Planning Area as well as Danville and Alamo. Within San Ramon, the District operates seven elementary schools (grades K-6), one intermediate school (grades 7 and 8), and one high school. As of January 1, 1995, approximately 6,800 of this District's 18,000 students attended schools in San Ramon.

The County General Plan, which governs land use policies within the City's Sphere of Influence, proposes additional school facilities in the Dougherty Valley, including a high school, two middle schools and four elementary schools. The plan for these proposed facilities is in



School Sites and Attendance Areas



Legend

SCHOOL SITES

- Elementary Schools
- Middle / Intermediate Schools *
- High Schools
- Venture School for Independent Study

ELEMENTARY SCHOOL ATTENDANCE AREAS

- Twin Creeks
- John Baldwin
- Golden View
- Bollinger Canyon
- Montevideo
- Neil Armstrong
- Walt Disney
- Country Club

MIDDLE SCHOOL / HIGH SCHOOL ATTENDANCE AREAS

- Charlotte Wood Middle School / San Ramon Valley High School
- Pine Valley Intermediate School / California High School
- Los Cerros Middle School / San Ramon Valley High School

* ATTENDANCE AREA FOR MIDDLE SCHOOL ON ALCOSTA BOULEVARD HAS NOT YET BEEN DETERMINED

- City Limits
- Sphere of Influence

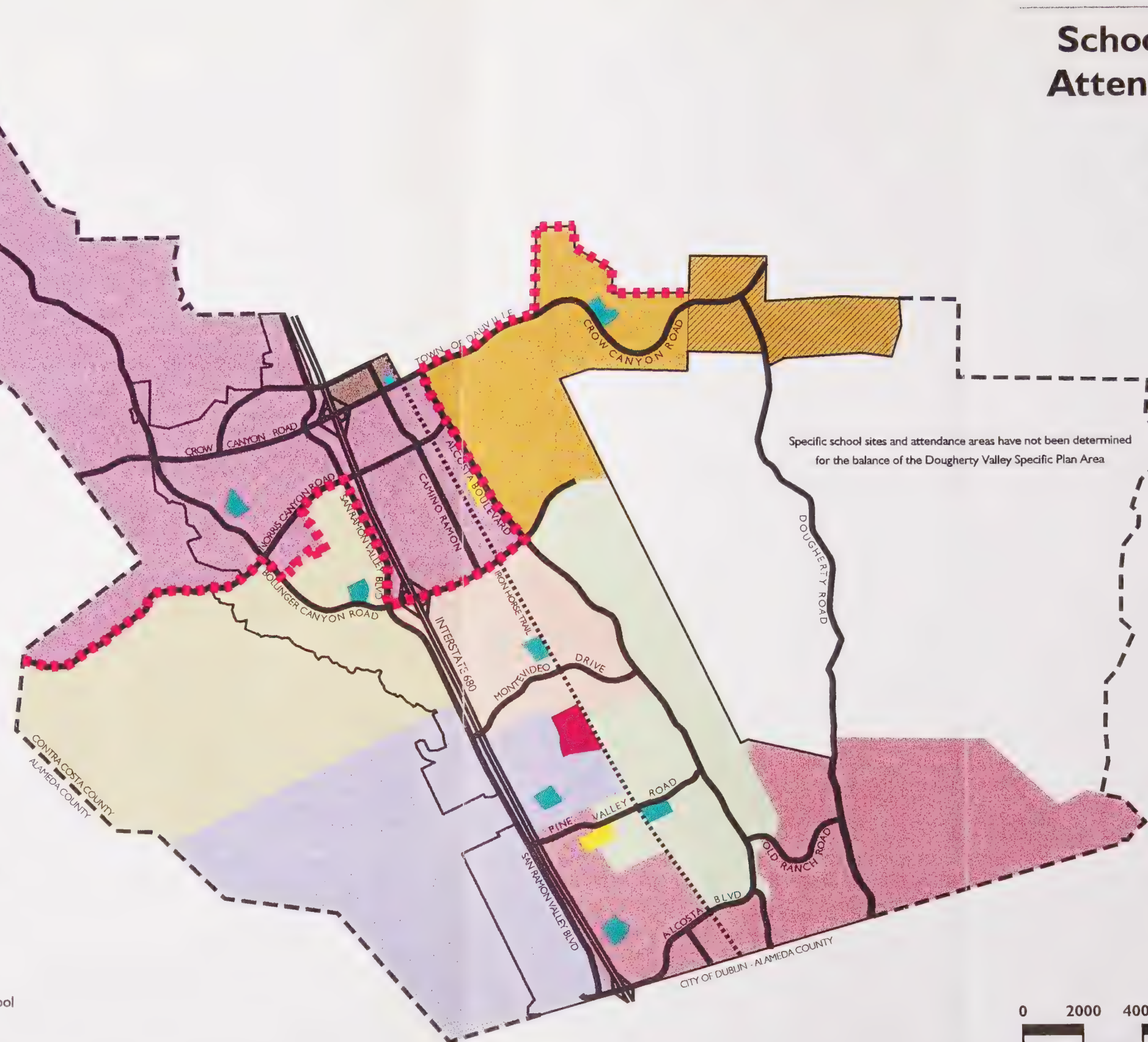


Figure 6B



recognition of the projected school age population which will be generated by the development. There is also the potential for a community college to be located in this area, which would be built and operated by the Contra Costa Community College District.

As part of its efforts to regulate the impacts of growth and provide excellent services for its citizens, San Ramon has developed a school performance standard to ensure that new schools will be in locations accessible to school age children, that adequate capacity is available to meet projected enrollment needs, and that future development will provide sufficient facilities for education as well as extra-curricular activities. (Refer to Section 2.2 of the Growth Management Element for the school performance standard.)

Guiding Policy

- A. Cooperate with the San Ramon Valley Unified School District to ensure that all school age children have reasonable access to adequate and equitable facilities.

Implementing Policies

- B. Coordinate with the San Ramon Valley Unified School District and the Dougherty Valley developers to ensure that schools are open and operational based on population needs during the development process.
- C. Ensure that residential development pays fees to the School District for the acquisition of school sites to provide adequate, permanent classroom space.

The City endeavors to work closely with the District to ensure that all new school facilities are within close proximity to the neighborhoods they are intended to serve.

- D. Support efforts to locate a community college within the Dougherty Valley.

6.4 INSTITUTIONS

Many services that benefit the San Ramon community are provided by private businesses or public agencies other than the City. The General Plan does not control the provision of such services. It does, however, establish policies to facilitate the availability of services in the City.

Guiding Policy

- A. Encourage development of private educational, cultural, and child-care facilities in San Ramon.

Implementing Policies

- B. Require participation by developers of residential and nonresidential projects to assist in funding public or nonprofit facilities and services.

These facilities and services include child care centers and a cultural center for use by San Ramon residents as well as people who work in the City.

- C. Facilitate the provision of safe, affordable, quality child care facilities and services for families who reside or work in San Ramon.
- D. Encourage the development of a variety of housing and recreation options for senior citizens in areas of the City close to services and facilities, including transportation.

The Senior Center is a good example of a facility that provides a variety of activities, such as art and music classes, dancing, gardening, and field trips, near the residents it serves in the Sunny Glen senior community.

- E. Make provisions for places of worship and preschool facilities in residential areas on arterial or collector streets.
- F. Locate child care facilities in residential areas.

Child care facilities require sufficient space for outdoor activity, located to minimize the impacts of traffic, parking and noise. The need for and the location of child care facilities should be determined at the time an areawide plan, tentative map or development plan is approved.

- G. Update and expand the City's School-Aged Child Care Ordinance to include non-school-aged child care in order to meet the growing needs of the community.

San Ramon General Plan

Parks & Recreation Element



Parks and Recreation Element

San Ramon is committed to creating and maintaining a park system that meets citizens' recreational needs and contributes to the City's positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of a community. Parks and community facilities in San Ramon have improved, but still fall short of achieving the ideal required by the City and its citizens. San Ramon must continue to acquire and develop new parks and community service facilities in existing and developing neighborhoods. Public and community service facilities such as community centers, libraries, theaters and recreation centers are discussed in more detail in the Public Facilities and Utilities Element of this General Plan.

*I saw you toss the kites on high
And blow the birds about the sky;
And all around I heard you pass,
Like ladies' skirts across the grass --
O wind, a-blowing all day long,
O wind, that sings so loud a song!*

"The Wind"
by Robert Louis Stevenson

Since incorporation, the City has successfully pursued an ambitious program of park development. Neighborhood parks at school sites, expansions of San Ramon Central Park, parks established in new subdivisions, and preservation of significant creek corridors have been included in this program. Providing for parks and recreation services in San Ramon and its Sphere of Influence falls within the jurisdiction of the City, as well as several local, regional, and state agencies, private businesses, local homeowners associations, and numerous special interest organizations.

Guiding Policy

- A. Create and maintain a high-quality public park system for San Ramon.

Implementing Policies

- B. Provide varied community park and recreational opportunities accessible to all City residents.



It is the City's goal to ensure that parks in San Ramon are easily accessible to its citizens, including the physically disabled, and to provide recreational equipment that people of all ages and abilities can use.

- C. Provide passive and active elements within the City's parks to meet the needs of citizens of all ages and interests.

While it is important to provide recreation facilities for athletics and team sports, it is equally important to develop natural settings for the enjoyment of passive activities, such as picnicking or walking.

- D. Maintain a standard of 6.5 acres of public parks per 1,000 residents.

It is the City's intent to meet this criteria with functional acreage only. Private recreation facilities (such as golf courses and homeowner association amenities including mini parks, tot-lots and picnic areas) shall not be substituted for required parkland.

- E. Require residential developers to make contributions to the City's park system.

The City's Parkland Dedication Ordinance shall be applied to all residential development and shall be used to determine a developer's dedication of functional park acreage. In-lieu fees are required when suitable land is not available or desired for dedication. Such fees are intended to give the City flexibility to purchase parkland elsewhere in the City or to improve existing parks.

- F. Encourage contributions to the City's park system by non-residential developers.

In addition to improving park facilities for its residents, it is the City's goal to provide active and passive parks for use by employees of San Ramon businesses, as employees also use the City park system. The park needs of this group can be partially met by encouraging contributions of parkland or funds from non-residential developers.

- G. Complete all parkland dedication requirements for each development prior to occupancy.



Parks, Recreation Areas, and Trails



Legend

- PARKS, RECREATION AREAS, AND TRAILS**
- Developed or Pending (funded) Facilities
 - Undeveloped City-Owned Parkland
 - Non City-Owned - Potential Parkland
 - East Bay Regional Park District Facilities
 - Privately Owned Public Facilities

- Planned Streets
- City Limits
- Sphere of Influence



Figure 7A



- H. Encourage the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities.

Trails or undevelopable portions of active parks shall not be included when calculating the City's park acreage standard.

- I. Cooperate with the San Ramon Valley Unified School District to promote joint development and use of school sites located within the City and its Sphere of Influence.

Joint development and use of school sites is especially important in developed areas where park standards have not yet been achieved. This approach will help meet community needs for neighborhood parks during periods of parkland acquisition and development.

- J. Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide leisure time activities.

- K. Seek to preserve and acquire sites of historic interest.

Although San Ramon is a modern suburban city, reminders of its ranching legacy exist in the Westside hills. It is the City's goal to work with local historical preservation groups to obtain alternative funding for the preservation and possible acquisition of historical and/or architecturally significant buildings.

- L. Cooperate with the East Bay Regional Park District to further preserve open space, ridgelines and corridors of scenic beauty in and around San Ramon.

Within minutes of San Ramon, the East Bay Regional Park District manages and maintains the Bishop Ranch Open Space, the Little Hills Recreation Area, and Las Trampas Regional Wilderness. San Ramon continues to work with the Park District to identify, preserve and develop additional areas for parks and open space of regional significance.

- M. Designate the most heavily vegetated portion of Big Canyon within the Westside subarea as a nature preserve.

DEFINITIONS

The City provides its residents with several types of parks and facilities. Parks are defined as land owned or leased by the City used for public recreation purposes. The four kinds of parks in San Ramon and the term "functional acreage" are defined below.

Neighborhood Park: A park or playground developed primarily to serve the recreation needs of a small portion of the City, usually within one-half mile radius of the park.

The City's standard for ensuring an adequate number of neighborhood-serving parks is 4.5 acres per 1,000 residents of the City.

School Park: A neighborhood park developed, improved and maintained on school grounds by the City.

School parks are utilized jointly by students and by residents from the surrounding neighborhood. School parks are considered a type of neighborhood park, although they are only available to the general public during non-school hours. Therefore, calculation of the school park standard is 50% of City-maintained acreage (e.g., only five acres of a ten-acre school park would be applied to the City's neighborhood park standard).

Community Park: A larger park or facility developed to meet the park and recreation needs of those living or working within a three-mile radius.

Community parks vary from 10 to 60 acres. The standard for this type of park is 2.0 acres per 1,000 residents of the City.

DEFINITIONS, continued

Specialized Recreation Area: A recreation area or facility devoted to a specific activity or pursuit, for example, a trail (linear park), or a facility devoted to a particular use, such as gardening, swimming, or tennis.

Functional Acreage: Primarily flat land that can be developed for recreational activities, such as sports fields, tennis courts, picnic areas and children's play areas. Sloped terrain may be considered as "functional acreage", but only if it can be demonstrated to the City's satisfaction that the sloped terrain proposed for park use can be developed with recreational amenities that adequately serve the community.

- N. Adopt and implement a 10-year Parks and Community Services Master Plan.

The Parks and Community Services Commission implements the Master Plan, updates it biennially, and ensures that the development of parks and community facilities proceed as planned.

DOUGHERTY VALLEY

Standards for future park development in the Dougherty Valley has been outlined in the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report (the "Settlement Agreement"). The Agreement provides that the developers shall "exceed the (County's) General Plan's growth management goals for neighborhood parks and overall, provide parks at a rate of 6.5 acres of developed parkland per 1,000 population and that they will have a balance of active and passive uses within those parklands." The Dougherty Valley development as approved by Contra Costa County will include 12 pocket parks of 1-4 acres each; eight neighborhood parks of 5-10 acres each; seven school parks totalling 55 acres; and one community park of approximately 72 acres, for a total of up to 255 acres of developed parkland.

PUBLIC / PRIVATE RECREATION AREAS AND FACILITIES

Table 7A provides an inventory of the public and private recreational areas within the City. There are five categories: developed parks and related facilities; City-owned undeveloped parkland; future parkland development; East Bay Regional Park facilities; and existing private facilities.



Table 7A: Inventory of Recreational Facilities

EXISTING PUBLIC FACILITIES

Location	Type	Size
Athan Downs	Community Park	20 acres
San Ramon Central Park	Community Park	46 acres
Boone Acres	Neighborhood Park	6 acres
Mill Creek Hollow	Neighborhood Park	3.5 acres
Red Willow Park	Neighborhood Park	4 acres
Senior Center Park & Gardens	Neighborhood Park	7 acres
Village Green	Neighborhood Park	4.5 acres
San Ramon Olympic Pool	Specialized Recreation Area	3 acres
Crow Canyon Gardens (Mudds)	Specialized Recreation Area	7.5 acres
Inverness Parkway	Specialized Recreation Area	8+ acres
California High School Tennis Courts	Specialized Recreation Area	6 courts
Iron Horse Trail (City-owned)	Specialized Recreation Area	0.5 miles
Walt Disney Elementary School	School Park	5 acres
Montevideo Elementary School	School Park	5 acres
Twin Creeks Elementary School	School Park	6 acres
Golden View Elementary School	School Park	5 acres
Country Club Elementary School	School Park	8 acres
Neil Armstrong Elementary School	School Park	4 acres

UNDEVELOPED CITY-OWNED PARKLAND

Location	Type	Size
Alta Mesa Park Site	Community Park	17 acres
Old Ranch Park Site (South)	Neighborhood Park	6.7 acres
Old Ranch Road Park Site (North)	Neighborhood Park	13.5 acres

NOT CITY-OWNED -- POTENTIAL PARKLAND

Location	Type	Size
Alcosta Community Park Site (PG&E)	Community Park	45 acres
Westside Community Park Site	Community Park	10 acres
Dougherty Valley Community Park Site	Community Park	72 acres
Dougherty Valley / Country Club at Gale Ranch	Neighborhood Park	11 acres
Dougherty Valley Neighborhood Park Sites (8)	Neighborhood Park	40 - 80 acres
Dougherty Valley Pocket Park Sites (12)	Pocket Park	12 - 48 acres
Dougherty Valley School Park Sites (7)	School Parks	55 acres
Bollinger / Crow Canyon Park Site	Neighborhood Park	3 acres
San Ramon Valley Historical Site (Geldermann House)	Neighborhood Park	0.7 acres
San Ramon Creek Greenbelt and Parkway	Specialized Recreation Area	N/A
Staging Areas (6)	Specialized Recreation Area	1 acre each
Laborers Training Center Property	Specialized Recreation Area	N/A
Pine Valley Intermediate High School	School Park	7 acres
Bollinger Canyon Elementary School	School Park	4 acres
San Cantanio Creek Park Site (Wood lot)	Neighborhood Park	7.5 acres
Westside / Alcosta Boulevard Park Site	Neighborhood Park	5 acres
Westside / Pine Valley Road Park Site	Neighborhood Park	5 acres
Norris Canyon Road Park Sites (2)	Neighborhood Park	7.5 acres

EAST BAY REGIONAL PARK DISTRICT FACILITIES

Location	Type	Size
Iron Horse Trail	Specialized Recreation Area	5.5 miles
Bishop Ranch Open Space	Regional Park	372 acres
Little Hills Recreation Area	Regional Recreation Area	25 acres
Las Trampas Regional Wilderness	Regional Park	3,802 acres

PRIVATELY OWNED PUBLIC FACILITIES

Location	Size
Canyon Lakes Golf Course	149 acres
San Ramon Royal Vista Golf Course	88 acres

San Ramon General Plan

Conservation & Open Space Element



Conservation & Open Space Element

Growth in San Ramon occurring during the past 15 years has, for the most part, preserved the hillsides and ridges in the area. West of San Ramon, there are approximately 6,300 acres of undeveloped land, and peaks rising to 1,400 feet above the valley floor. These visual resources, which form the City's most significant backdrop of open space, extend north to Las Trampas Regional Wilderness, west to the Contra Costa County line, and south to the City of Dublin's corporate limits.

Lands from Norris Canyon Road south to the Alameda County line were the subject of a two-year planning effort, culminating in a plan which provided for future conservation and development of approximately 3,300 acres. In recognition of its importance to San Ramon's identity, the Westside Specific Plan sets aside the vast majority of the area – 85% – as open space. The remaining 15% would be developed primarily for residential uses, which would help address the City's critical need for housing.

Northwest of the City's limits lies the four-mile long Bollinger Canyon, whose steep hillsides, unstable soils and fragile environs naturally resist further development. Farms and ranches are scattered along Bollinger Canyon Road. Hillsides studded with oak woodlands and open grasslands provide the City with the opportunity to strike a balance between open space and the need for a mix of housing types. Policies in this chapter and in the Land Use Element encourage ranchette development adjacent to the roadway, and seek to preserve the surrounding land for agricultural uses.

*Trees are the kindest things I know,
They do no harm, they simply grow*

*And spread a shade for sleepy cows,
And gather birds among their boughs.*

"Trees"
by Harry Behn

Within the City limits, approximately 1,060 acres have been set aside for open space as a condition of development. Much of this land is on the open ridges and hills to the east of Alcosta Boulevard. Annual grasslands, with few or no trees prevail. Creeks and their streamside vegetation provide additional opportunities for open space. Noteworthy are South San Ramon, Oak, Norris, San Catanio and San Ramon Creeks, and the east and west branches of Alamo Creek. Erosion control structures and impacts from development have altered some drainageways. However, associated riparian vegetation thrives in many places. Outside of the City's boundaries, streams and their riparian growth function as valuable wildlife corridors. Plan policies seek to preserve and enhance the creeks and their vegetation.

The Dougherty Valley provides an opportunity to combine residential uses with open space. Creek corridors in the Dougherty Valley, when fully improved, will serve as a parallel link for a trail system connecting areas throughout the valley with surrounding open space. Over 50% of the Dougherty Valley is intended to be maintained in open space. Open space and creek policies relative to the Dougherty Valley are fully outlined in the Specific Plan.

In 1990, the City adopted Ordinance 197, a general plan amendment by initiative (see Appendix A). Ordinance 197 incorporates parts of the Resource Conservation Overlay District (Ordinance 129) into the General Plan, and provides development regulations for ridgelines, creeks and slopes over 10%. This Element contains open space policies which reflect the intent of Ordinance 197 and the Resource Conservation Overlay District. It also includes policies pertaining to archaeological resources, air quality, water conservation, and solid waste management.

8.1 PRESERVATION OF NATURAL RESOURCES

The Planning Area has many important natural resources, including hills and ridgelines, oak woodland, wildlife habitat, creeks, and riparian corridors. These resources comprise an open space system that is a valuable part of the City's identity. This system is important as a physical resource, a visual amenity, and a place for people to relax and escape from urban pressures. It should be protected and preserved.

Guiding Policy

- A. Preserve open space and its natural resources for future generations.



Implementing Policies

- B. Manage open space to provide significant open space corridors and trails, protect biotic ecosystems, and enhance scenic and recreational opportunities.
- C. Protect and maintain woodlands.
- D. Enhance San Ramon's creeks and riparian corridors.

Creeks and riparian corridors provide visual amenity, drainage and wildlife habitat.

- E. Use the Resource Conservation Overlay District provisions in open space areas to guide the design of residential development so that it will blend with existing topography and protect natural environments.

The intent of Resource Conservation Overlay District Ordinance 129 is to ensure that any future development does not negatively impact open space and scenic resource areas within the City and its Sphere of Influence. The Ordinance sets forth grading and development standards that address the design and layout of residential buildings in hillside, ridgeline and creek environments. The City shall rezone prominent ridgelines, creeks, and hillsides throughout the Planning Area with this overlay district as unincorporated properties are annexed into the City.

- F. Reserve as open space significant creek, trail and viewshed corridors, areas of riparian and wildlife habitat, and prominent topographic features.
- G. Require maintenance plans for open space areas, including identified natural resources such as ridges and creeks.

Requirements for preparation and approval of maintenance plans, including surveys of biotic resources, are included in Ordinance 129.

- H. Provide wildlife corridors to allow movement of animals and minimize wildlife-urban conflicts.



Gates & Associates

- I. Cooperate with Contra Costa County, East Bay Regional Park District, and neighboring jurisdictions to create a connecting region-wide open space system.

The Westside and Dougherty Valley Specific Plans contain policies that support the establishment of continuous greenbelts and regional trail linkages throughout the San Ramon Valley.

- J. Require open space dedication that is designated as a condition of development.

Open space may be permanently restricted by recorded map or deed of trust.

- K. Work with Contra Costa County and trustee agencies to ensure that future development within the Dougherty Valley and Westside subareas provides adequate mitigation for any impacts to special status species, wetlands, and significant natural biotic communities.

The environmental reviews for both the Westside and Dougherty Valley Specific Plans identified potential impacts to wildlife, wetlands, and their habitats. Mitigations shall be incorporated in any development in these areas, as identified through future environmental review.

- L. Use East Bay Regional Park District standards as a guide for the management and maintenance of open space.

Standards that address the management and maintenance of open space may be incorporated as conditions of project approval, and are designed to control potential hazards, provide appropriate geologic setbacks, provide mechanisms for repair of hazards, maintain potential for continued grazing lands where appropriate, and specify techniques to maintain a visually pleasing landscape.



- M. Encourage public access to creek corridors with a system of trails.
- N. Limit culverting or channelizing of creeks to only those situations in which public health and safety are at risk.
- O. Require preservation or replacement of riparian vegetation as appropriate.

Resource Conservation Overlay District



Legend








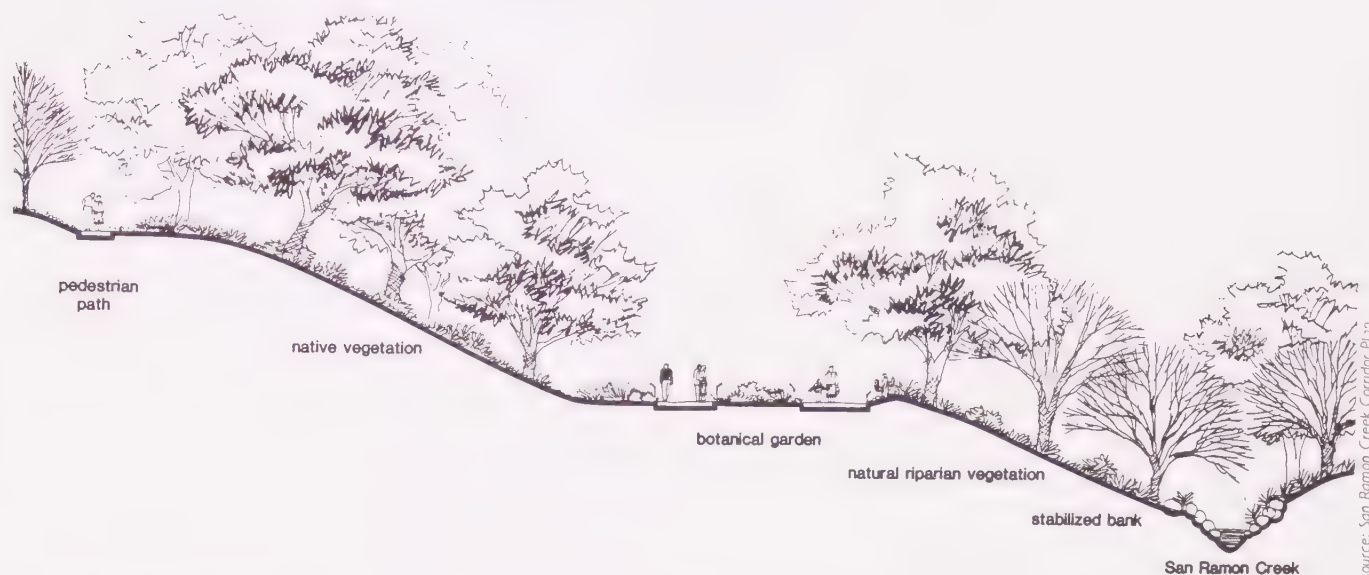
-  Drainage Channel - 100 Foot Setback *
-  Ridgelines That Will be Altered by Grading *
-  Major Ridgeline - 100 Foot Vertical Setback Zone *
-  Minor Ridgeline - 50 Foot Vertical Setback Zone *
-  * Channel, Ridgeline, and Setback Delineations are Illustrative Only
-  City Limits
-  Sphere of Influence

Figure 8A



- P. Implement the recommendations of the Creek Corridor Plan.

The Creek Corridor Plan provides design strategies to preserve and enhance the San Ramon and San Catanio Creek corridors. The Plan emphasizes landscape and land use planning techniques to best preserve these two natural attributes.



- Q. Establish and fund creek maintenance districts to ensure uniform protection of creeks within San Ramon.

These districts will help achieve a balance between the provision of riparian habitat and drainage capacity requirements.

- R. Implement the Contra Costa Clean Water Program to control stormwater pollution and protect the quality of the City's creeks.

8.2 PRESERVATION OF AGRICULTURAL RESOURCES

There are approximately 2,300 acres of land within the Bollinger Canyon and the Westside subareas that are designated as agricultural preserves. The preserves, as well as additional lands in these areas not under Williamson Act contracts, have been used primarily for cattle grazing for more than 100 years. Lands managed under the Williamson Act have lower property taxes to encourage agricultural uses, and conversion to urban uses is not allowed until ten years following notice of non-renewal given by the owner. Policies in this Element encourage the retention of agricultural lands in major portions of the City's Sphere of Influence, because they function as important greenbelts at the City's edge and continue to provide a resource-based economy that once dominated the San Ramon Valley.

Guiding Policy

- A. Promote the continuance of agricultural activities within the City's Sphere of Influence.

Implementing Policies

- B. Minimize conflicts between agricultural and urban uses, and design urban development to facilitate continued grazing on designated agricultural open space.

The City should work with Contra Costa County to prepare and adopt phasing programs for agricultural open space areas within the Sphere of Influence to allow the continuation of grazing activities, if and when development occurs. The Dougherty Valley is a good example of an area where a phasing program could be applied, due to the length of time it will take to complete development.

- C. Discourage the intensification of use or development of open space lands used for agricultural purposes, and recommend against further parcelizations and/or subdivisions.



- D. Work with East Bay Regional Park District (EBRPD) to set aside and manage undeveloped lands as open space that are contiguous and sufficient in size to allow continued agricultural uses.

Maintenance of extensive open space in fire-safe condition will be costly unless the land can be leased for grazing. EBRPD management is the most likely means for long-term preservation of grazing land within the Planning Area. EBRPD has established a regional open-space classification to facilitate acquisitions or gifts of land that have not been identified as potential parkland but could have financial benefit to the District. Areas to be accepted by EBRPD should include at least 200 acres.

- E. Do not process development applications for lands under Williamson Act contract until two years prior to expiration.
- F. Designate ranchette development along Bollinger Canyon Road in order to preserve visual open space, to provide opportunities for horse-keeping and part-time ranching, and to maintain compatibility with adjoining agricultural uses.

- G. Perform an environmental assessment of the Bollinger Canyon area.

An inventory of this portion of the City's Sphere of Influence will provide information concerning soils and geology, hydrology, vegetation and wildlife habitats, archaeological resources, and infrastructure that will assist in evaluating any future development proposals.

8.3 PRESERVATION OF ARCHAEOLOGICAL AND HISTORIC RESOURCES

The San Ramon area has several sites of both historic and prehistoric value. According to the Northwest Information Center at Sonoma State University, local archaeological sites include both Native American habitations as well as rock art. In addition to archaeological resources, the Planning Area includes valuable historic structures, such as the original farmhouses of early European settlers from the nineteenth century.

Guiding Policy

- A. Identify and preserve the archaeological and historic resources that are found within the San Ramon Planning Area.

Implementing Policy

- B. Require that new development analyze and mitigate any potential impacts to archaeological and historic resources.

If evidence of prehistoric or historic artifacts or remains are known to exist or are uncovered during the course of excavation for a development project, grading activity in the immediate area should cease and a qualified archaeologist contacted so that appropriate mitigation programs can be developed.

8.4 AIR QUALITY

The San Ramon Valley's topography and distance from bays and oceans create the potential for high concentrations of air pollutants. San Ramon is located in a sheltered inland valley, with hills exceeding 1,000 feet in height along its western edge. Despite this natural barrier, windy conditions prevail within the City's Planning Area. As reported by the National Weather Service, calm conditions occur only nine percent of the time on a yearly average. Winds in this area blow predominately from the west and are generally highest in the late afternoon.

The primary source of air pollution in San Ramon is vehicle emissions. Other typical sources of pollution -- either potential or actual -- are dry cleaning plants, gas stations, auto body shops, lumber yards, and the concrete batch plant on Norris Canyon Road.

The Bay Area Air Quality Management District (BAAQMD) is responsible for monitoring and enforcing air quality standards in the Bay Area. The District, in conjunction with the Association of Bay Area Governments and the Metropolitan Transportation Commission, prepares the air quality management plan for the region. This Clean Air Plan sets forth programs to attain State standards, and recommends policies for local governments to implement. Policies in this General Plan reflect San Ramon's desire to maintain a high level of air quality, and to work cooperatively with regional agencies to meet federal and State standards.

The closest, permanent air quality monitoring station is located 1.5 miles southeast of San Ramon in Livermore. At this station, the BAAQMD measures certain air pollutants, such as carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and particulate matter less than ten microns in diameter (PM₁₀). Data collected for CO and particulate matter would not be applicable to San Ramon, as they are source sensitive and thus reflect conditions at Livermore. Although federal standards for NO₂ and SO₂ have been met for the past five years, the more restrictive State standards have been violated for these two pollutants for several consecutive years.

The BAAQMD reports that since 1969 there is a gradual reduction of air pollution throughout the Bay Area. This trend is attributable to new car emission standards, vehicle inspections and controls on industrial and commercial sources. However, traffic and congestion may affect the attainment of air quality standards in the future. Measures that address the causes of air pollution are needed to maintain and improve air quality.

Guiding Policy

- A. Maintain and protect San Ramon's air quality and promote improvements in subregional air quality.

Implementing Policies

- B. Cooperate with other local, regional, and State agencies to preserve air quality.

The City participates in regional planning efforts, such as the Tri-Valley Transportation Council, the Contra Costa Transportation Au-

thority, and the Tri-Valley Affordable Housing Committee to coordinate land use and planning programs that affect air quality.

- C. Work with the Bay Area Air Quality Management District, the Metropolitan Transportation Commission, and transit providers to implement the regional Clean Air Plan.
- D. Use the City's environmental review process to impose appropriate mitigation measures on new development to reduce impacts on air quality.

Strategies which reduce air quality impacts, such as integration of residential and commercial uses, will encourage people to walk between home and business. Local emissions can also be reduced by incorporating trails and bicycle paths into site design, so that people will use their cars less frequently.

- E. Encourage transportation modes that minimize motor vehicle use and resulting contaminant emissions.

The Traffic and Circulation Element includes Transportation Demand Management (TDM) policies designed to reduce emissions and alleviate traffic congestion. Other general plan policies encourage the continued use and development of public transit systems.

- F. Evaluate new commercial and industrial development for potential handling, storage and transport of hazardous materials to minimize public exposure to toxic air contaminants.
- G. Require businesses to comply with City ordinances that regulate the use of ozone-depleting compounds.

The City has adopted regulations to reduce the release of chlorofluorocarbons (CFC's) into the atmosphere. Ordinance 166 prohibits the use of CFC-processed food packaging, and Ordinance 202 requires refrigerant recycling equipment at facilities that install and/or repair motor vehicle air conditioners.

- H. Support measures to reduce exhaust and particulate emissions from construction and grading activities.
- I. Encourage new residential development to install clean-burning fireplaces and wood stoves to reduce PM_{10} emissions.



Dean Detwiler

- J. Encourage the development of state-of-the-art telecommunications infrastructure within the City, including satellite and neighborhood work centers for telecommuting.

8.5 WATER QUALITY AND CONSERVATION

East Bay Municipal Utility District (EBMUD) is the City's water supplier. EBMUD has an adequate supply of water for areas within their ultimate service boundary for now and into the future; however, a determination has not been made whether sufficient capacities exist for areas outside its boundaries. Any proposal to annex new territory would normally be reviewed by the Local Agency Formation Commission (LAFCo) of Contra Costa County.

Water reclamation can significantly reduce water demand and therefore storage requirements. Reclaimed water is used most effectively for irrigating areas such as parks, greenbelts, golf courses, roadway medians and front yards. The Dougherty Valley has been identified as an ideal site for water reuse systems because it is relatively undeveloped and would allow for efficient installation of infrastructure.

Groundwater is a source of potable water that can potentially reduce demand on municipal supplies. Some San Ramon employers are known to augment their supplies with well water. Additionally, ranchers and farmers at the City's perimeter utilize groundwater for both potable and non-potable uses. However, characteristics of the aquifer and its water table in this region are variable.

Guiding Policy

- A. Encourage the implementation of water quality and conservation programs and measures by San Ramon employers, residents and service providers.

Implementing Policies

- B. Encourage State and regional agencies to monitor groundwater supplies and take steps to prevent overuse, depletion, and toxicity.
- C. Require new development to be equipped with water conservation devices, including the possibility of dual water systems.
- D. Implement and enforce provisions of Water Conservation and Landscape Ordinance 218.

The Ordinance establishes landscape design and development requirements for new and rehabilitated developments within the City.

- E. Support the application of reclaimed water to reduce the demand on municipal water supplies.

Water reclamation not only extends water supplies, it can also reduce wastewater disposal costs, save users' costs, save energy and reduce the discharge of pollutants to the environment. The City supports only safe and practical applications of reclaimed water.

- F. Investigate and apply for federal and State financing for implementation of water reclamation projects.
- G. Implement the Contra Costa Clean Water Program to control stormwater pollution and protect the water quality of the City's creeks.

The Contra Costa Clean Water Program is mandated by the federal and State Government. The purpose of the Program is to protect the water quality of local streams and the San Francisco Bay.

8.6 SOLID WASTE MANAGEMENT

Solid waste management is a major concern to California citizens, particularly since the passage of Assembly Bill 939, the Integrated Waste Management Act. This legislation mandates that cities and counties reduce the amount of waste generated by their jurisdiction going to landfills by 25% by 1995, and 50% by 2000. The State has also established a solid waste management hierarchy for cities and counties: first reduce the amount of waste generated, then reuse materials to the greatest extent possible, and finally, recycle materials instead of disposing them at the landfill.

Although cities within Contra Costa County currently have full disposal capacity at nearby landfills, it is important that all jurisdictions develop programs to divert waste from the landfill stream. Readily available land to construct new landfills in the future is no longer guaranteed.



Guiding Policy

- A. Manage solid waste so that State diversion goals are met and the best service is provided to the citizens and businesses of San Ramon.

Implementing Policies

- B. Provide solid waste franchises to private companies which provide the best possible collection services for garbage, recyclables and green waste at the lowest possible cost.
- C. Provide information to the public regarding opportunities to reduce waste at home and in businesses, as well as the safe disposal of hazardous materials.

The dissemination of public information should be coordinated with the public education efforts offered through the County-wide Clean Water Program.

- D. Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled buildings (both residential and commercial) to make recycling activities more convenient for those who use the buildings.
- E. Observe State requirements for proper handling and storage of solid waste, recyclables, and hazardous materials; diversion of solid waste from landfills; and provision of programs to make these activities feasible.
- F. Obtain input from the public regarding solid waste programs, stormwater management, and other environmental issues.

The Environmental Affairs Advisory Committee, composed of San Ramon citizens, advises the City Council regarding a number of environmental issues affecting the City, including solid waste management.



San Ramon General Plan **Safety Element**

Safety Element

The Safety Element of the General Plan is to provide information “for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire” (Government Code §65302 {g}). One of the City’s highest priorities is the protection of its residents from geologic and soils hazards, hazardous materials, flooding and fires.

9.1 GEOLOGIC AND SOILS HAZARDS

In the San Ramon Planning Area, as in most of the Bay Area, earthquake faults and landsliding are significant constraints to development. The major active fault with rupture potential is the Calaveras Fault that lies parallel to and just west of San Ramon Valley Boulevard. The California Legislature has established an Alquist-Priolo Earthquake Fault Zone along the fault, requiring detailed studies of rupture hazards prior to construction. Two smaller faults — the Dublin Fault and the Bollinger Fault — also traverse portions of the City and its Sphere of Influence. While these faults are not regarded as active, evidence is sketchy. Minor, presumed inactive faults intersect active or potentially active faults. Any movement of the master fault could trigger adjustments on minor cross faults or adjacent subparallel faults.

Figure 9A shows the Calaveras, Dublin and Bollinger faults. The United States Geological Survey and the State Department of Conservation’s Division of Mines and Geology geologic mapping and reports should be consulted for locations of additional minor faults. The existence of any faultline, whether it is inside or outside of an

*When George’s Grandmamma was told
That George had been as good as Gold,
She Promised in the Afternoon
To buy him an immense BALLOON.
And so she did; but when it came,
It got into the candle flame,
And being of a dangerous sort
Exploded with a Loud Report!
The Lights went out! The Windows broke!
The Room was filled with reeking smoke!
And in the darkness shrieks and yells
Were mingled with Electric Bells,
And falling masonry and groans,
And crunching, as of broken bones,
And dreadful shrieks, when, worst of all,
The House itself began to fall!
It tottered, shuddering to and fro,
Then crashed into the street below --
Which happened to be Savile Row.*

*When Help arrived, among the Dead
Were Cousin Mary, Little Fred,
The Footmen (both of them), the Groom,
The man that cleaned the Billiard-Room,
The Chaplain, and the Still-Room Maid.
And I am dreadfully afraid
That Monsieur Champignon, the Chef,
Will now be permanently deaf --
And both his Aides are much the same;
While George, who was in part to blame,
Received, you will regret to hear,
A nasty lump behind his ear.
The moral is that little Boys
Should not be given dangerous Toys,*

**“George Who Played with a Dangerous Toy,
and Suffered a Catastrophe of Considerable Dimensions”
by Hilaire Belloc**

earthquake fault zone, should be given serious consideration and thorough evaluation prior to any development decisions.

Recent geologic investigations have focused attention on the area surrounding Mt. Diablo, known as the "Mt. Diablo fold-and-thrust belt" (Dibblee, 1980; Crane, 1988; Crane, 1995). These investigations indicate that portions of San Ramon, including the hills and intervening valleys to the east of the City, have been subject to relatively recent subsurface folding and faulting movement. Continuing investigations of this region's geology will provide better insights to the potential for seismic hazards that could affect the San Ramon Planning Area.

Guiding Policy

- A. Minimize risks of property damage and personal injury posed by geologic and seismic hazards.

Implementing Policies

- B. Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazards.

Following receipt of a development proposal, Engineering staff shall review the plans to determine whether a potential geologic or seismic risk exists. If the review is affirmative, the applicant shall be referred to geotechnical experts for further evaluation.

- C. Prohibit structures intended for human occupancy over, or within 50 feet of an active fault trace.

It is also the City's intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault, and allow uses within setback areas that could experience displacement without undue risk to people and property. Examples of such uses are landscaped areas, parking lots and noncritical storage. Roads may be built over active faults only where alternatives are impractical and where no utility lines are placed in the right-of-way.

- D. Require an independent, registered engineering geologist to review reports submitted by applicants on sites in seismically hazardous areas.





Figure 9A

Applicants' geologists, however competent and ethical, may tend to take the viewpoint of their clients. The City's interest should be represented by a fully qualified independent reviewer selected or approved by the City.

- E. Require comprehensive geologic and engineering studies of critical structures regardless of location.

Critical structures are those most needed following a disaster or those, if damaged, which pose hazards of their own. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.

- F. Require geotechnical field review during the construction phase of any new development.

Much of the hillsides within the Westside subarea are characterized by thick colluvial soils, which are associated with landslides. While proper grading techniques can effectively remedy this situation, it is important that a geotechnical engineer provide on-site field inspection and testing during construction to ensure compliance with geotechnical recommendations.

- G. Provide information and consider establishing incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

San Ramon requires compliance to the City-adopted Uniform Building Code, which specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards.

- H. Require preparation of a soils report as part of the building permit process.

The City is underlain by moderately to highly expansive soils that must be taken into account during building design if cracking and settling of structures are to be minimized. The report would not be necessary when soil characteristics are known, and the City's Building Official determines it is not needed.

- I. Limit cut-and-fill slopes to 3:1 (33% slope) except where an engineering geologist can establish to the City's satisfaction that a steeper slope would not pose undue risk to people and property.

This grading standard is applied to new development throughout the City to reduce the appearance of angled contours and to maintain slope stability. The City encourages less steep slopes wherever possible so that the visual impacts of grading are minimized.

- J. Blend cut-and-fill slopes with existing contours to avoid the appearance of artificial slopes.

Grading plans should provide variation in horizontal and vertical contours that mimic the surrounding terrain such that development blends with the existing environment and avoids the visual impacts that result from high cut slopes and steep embankments.

- K. Control erosion of graded areas with revegetation or other acceptable methods.

Plant materials for revegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.

- L. Require financial protection for public agencies and individuals as a condition of development approval where geologic conditions indicate a potential for high maintenance costs.

The formation of geological hazard abatement districts is one mechanism that can ensure geotechnical mitigation measures are maintained over the long term. Financial risks are to be equitably shared among owners and not borne by the City.

- M. Develop and implement emergency preparedness programs, plans and procedures to ensure the health and safety of the community in the event of an earthquake or other disaster.

The City shall inform community and business leaders and residents regarding all aspects of disaster preparedness, including plans for evacuation and alternative access routes and provisions. The City shall also provide a coordinated emergency response in the event of any local or regional, natural or man-made disaster. This shall be supported by ongoing awareness and training programs in disaster planning and response.

- N. Encourage continued investigation by State agencies of geologic conditions within the City's Planning Area to promote public awareness of potential geologic and seismic hazards.



Dean Detwiler

The City's requirement for independent review of geologic reports shall consider the most recent available information regarding seismic hazards, including the potential for seismic shaking and fault rupture within the Mt. Diablo fold-and-thrust belt.

9.2 HAZARDOUS MATERIALS

Some topics regarding public safety can be dealt with only at a regional level, or fall within the responsibility of public agencies other than the City of San Ramon. The use and transportation of hazardous substances is one example for which public safety depends in large part on the actions taken by State and federal governments.

Although San Ramon does have businesses that use hazardous materials, hazardous waste is not generated in large amounts and a waste disposal facility is not likely to be sited in the City. However, a concern exists due to the transportation of hazardous materials along the I-680 corridor.

To prepare for possible events that could endanger the health and safety of its citizens, San Ramon has taken several steps to provide an immediate response to disasters such as a hazardous materials spill. In cooperation with the Contra Costa County Office of Emergency Services, the City has developed a Multiple Hazard Functional Plan, which addresses the City's response to extraordinary situations associated with large-scale disasters. The City has also developed the Incident Command System (Emergency Plan), in cooperation with the Dougherty Regional Fire Authority, the San Ramon Valley Fire Protection District, the San Ramon Police Department, and the Contra Costa County Office of Emergency Services. The Emergency Plan adds flexibility to the existing Multi-Hazard Functional Plan and at the same time provides a common system that is recognized throughout the State of California as a basis for managing large emergency incidents.



Pursuant to State law, the City has adopted by reference Contra Costa County's Hazardous Waste Management Plan. The Plan establishes a comprehensive approach to management of hazardous wastes in Contra Costa County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the hazardous waste stream, and policies to maintain a unified data base on businesses that generate waste.

Guiding Policy

- A. Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.

Implementing Policies

- B. Encourage the reduction, recycling, and safe disposal of household hazardous wastes through public education and collection programs.

In San Ramon, waste oil is collected at the curb by the franchised waste hauler, and household hazardous wastes are collected on weekends at various locations throughout the County.

- C. Encourage changes in product development, labeling, packaging and handling to reduce the amount of hazardous waste generated in daily household activity.

Many over-the-counter products used in the home and yard contain toxic ingredients and pose a health hazard to people and risk to the environment. Proper labeling and packaging helps buyers choose their products, and handle and dispose of them in a safe manner.



San Ramon Valley Fire Protection District

- D. Promote the cooperation between police, fire and emergency medical services, and support the required training of all personnel who may respond to an emergency involving hazardous materials.

In the event of a hazardous materials spill within the City, the Police Department will be the first to respond and assess the situation, quickly followed by fire and emergency medical service personnel. If a spill occurs on the freeway, the California Highway Patrol will call upon the City's resources to assist in identifying, isolating and if necessary, evacuating the area. In all cases, the Contra Costa County Environmental Health Department coordinates containment and mitigation.

- E. Support the formation of a regional hazardous-materials team consisting of specially trained personnel and equipment.

The Twin Valley Mutual Aid Program was created to respond to emergency situations, including hazardous materials spills anywhere in the Tri-Valley region.

- F. Require the clean-up of sites contaminated with hazardous substances.

The California Environmental Protection Agency publishes the Hazardous Waste and Substances Sites List, which identifies properties in the City that have the potential for hazardous materials contamination. Contaminated sites are threats to the quality of groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with development of property or alteration of existing uses.

- G. Support and implement policies contained in the Contra Costa County Hazardous Waste Management Plan which encourage the reduction of hazardous waste from businesses and homes in San Ramon.
- H. Require businesses generating hazardous waste to pay necessary costs for local implementation of programs specified in the County Hazardous Waste Management Plan, as well as the costs associated with emergency response services for a hazardous materials release.

Collection of such payments shall be implemented to the extent permitted by law.

9.3 FLOOD AND STORM DRAINAGE

The potential for a 100-year flood, which represents a one percent chance each year, exists along small segments of San Ramon Creek, San Catanio Creek, and South San Ramon Creek (see Figure 9B). Development is located in areas where flooding could occur.

All storm drainage systems must have adequate flow capacity. Street drainage systems carry storm runoff to the creeks. For the San Ramon Valley north of Norris Canyon Road, Contra Costa County has designed storm drainage improvements that are expected to accommodate creek flows at full development. To the south of Norris Canyon Road, capacity for increased flow is typically accommodated through the use of retention facilities. Any new development in neighboring jurisdictions will have to ensure that resulting storm runoff will not increase flows to the creeks and drainage systems in San Ramon.

Guiding Policy

- A. Protect the community from risks to lives and property posed by flooding and stormwater runoff.

Implementing Policies

- B. Eliminate hazards caused by local flooding through expansion of the storm drain system.
- C. Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems.

Developers shall provide an assessment of a project's potential impacts on the local and subregional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

- D. Encourage all property owners within flood hazard areas to carry flood insurance.

9.4 WILDLAND AND URBAN FIRES



There is a potential in San Ramon for urban and wildland fire due to a combination of factors, including type of ground cover and vegetation, combustibility of building materials, ground slope, adequacy of access, water supply, water pressure and weather conditions.

Presently the San Ramon Valley Fire Protection District (SRVFPD) and the Dougherty Regional Fire Authority (DRFA) provide fire protection services to the incorporated and unincorporated portions of San Ramon. Safety issues are mainly related to fire hazards created by increases in the number of homes adjoining open space.

Due to an extended dry season with low humidity, San Ramon has many days where fire danger is critical. Within the City, fuel loading is light and wildfire hazard is moderate, except in areas adjacent to the City where steep woodland slopes and rolling grassy hills create high to extreme hazards.

Guiding Policy

- A. Minimize the risks to lives and property due to fire hazards.

Implementing Policies

- B. Require site design features and fire retardant building materials to reduce the risk of fire within the City.

Flood Zones



SPECIAL FLOOD HAZARD AREAS INUNDATED
BY 100-YEAR FLOOD (within City Limits)

Flood Control Channel

THE FOLLOWING AREAS ON THIS MAP HAVE BEEN TRANSCRIBED FROM
THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S (FEMA) FLOOD INSURANCE
RATE MAPS (FIRM). ALL FLOOD ZONE INFORMATION IS APPROXIMATE. FOR A
MORE ACCURATE DESCRIPTION OF THE FLOOD ZONES, SEE THE FIRM MAPS
OR PHONE THE NATIONAL FLOOD INSURANCE PROGRAM AT (800) 358-9616.

City Limits
 Sphere of Influence

Figure 9B



The City enforces the Uniform Fire Code and the fire protection agencies review and make recommendations on all development proposals in San Ramon.

- C. Require precautions for development adjacent to areas with a high risk of fire.

Many neighborhoods within the City are located in remote regions, and are surrounded by open grasslands. This situation creates an extreme fire hazard, and San Ramon is committed to planning development, in cooperation with the fire protection agencies, that minimizes the risk of fire to the greatest extent possible.

- D. Encourage the establishment of a single fire agency servicing the City of San Ramon.





San Ramon General Plan

Noise Element

plan
and
provide
acceptable
solutions

Noise Element

The purpose of San Ramon's Noise Element is to set forth policies that regulate the ambient noise environment and protect residents from exposure to excessive noise.

Noise is commonly defined as undesirable or unwanted sound. The major noise source in San Ramon is vehicular traffic, particularly on Interstate 680. Other noise sources include aviation operations at the Bishop Ranch Heliport and overflights from Livermore and Buchanan Airfields. The Camp Parks Reserve Forces Training Area also generates noise from flight operations and training. It is clear that San Ramon must carefully plan and provide acceptable solutions for noise sources throughout the City.

Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding to the threshold of hearing. In evaluating changes in noise levels, a 3 dB change is barely noticeable, a 5 dB change is noticeable, and a 10 dB change approximates a doubling (or halving) of loudness. In general, the extent of a community's response to a change in noise level is dependent upon both the existing ambient noise environment and the magnitude of the decibel change. However, a 10 dB increase will usually result in an adverse community response, regardless of the prior existing noise level. Appendix B provides a detailed explanation of the technical aspects of noise.

Figure 10A provides noise level criteria for a variety of land uses. These criteria are derived from the State Department of Health Services, *Guidelines for the Preparation and Content of the Noise Element of the General Plan* (11/90), and can be used in conjunction with noise contour maps as a guide in locating compatible land uses and identifying noise-mitigating construction measures.

*I said to him, I said it plain,
"Then you must wake them up again."*

*I said it very loud and clear;
I went and shouted in his ear.*

*But he was very stiff and proud;
He said "You needn't shout so loud!"*

"Humpty Dumpty's Recitation"
by Lewis Carroll

Figure 10A: Land Use Compatibility for Community Noise Environments

 Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

 Normally Unacceptable

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

 Clearly Unacceptable

New construction or development clearly should not be undertaken.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE DNL OR CNEL, dB					
	55	60	65	70	75	80
Residential	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business, Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable

Noise contours illustrate sound levels. Figures 10B and 10C show existing and future contours throughout the City. Noise contours do not always account for the acoustical shielding provided by site geometry or terrain, so the exposure of a particular site may be over-estimated. Thus, noise contours should only be used as a screening tool. If a proposed use is exposed to noise levels greater than "normally acceptable" according to Figure 10A, an acoustical study should be initiated.

The contour maps show that the Interstate will continue to be the major noise source in San Ramon, creating noise in nearby residential areas up to 15 dB above the normally acceptable standard through the year 2010. The State Department of Transportation has constructed sound walls adjacent to the freeway where there are existing nearby homes. However, this has increased ambient noise levels for residences located uphill and at greater distances from the sound walls. This situation presents the City with one of its most difficult challenges: providing adequate noise mitigation without more sound walls along the freeway or throughout the City. Other areas that will experience significant increases in ambient noise levels include Crow Canyon, Bollinger Canyon, Old Ranch, and Dougherty Roads.

Guiding Policy

- A. Strive to achieve an acceptable noise environment for the present and future residents of San Ramon.

Implementing Policies

- B. Minimize vehicular and stationary noise sources and noise emanating from temporary activities.

The City's regulations restrict the hours of operation for a variety of noise sources, and State laws limit the noise levels of motor vehicles and some activities at industrial plants.

- C. Require a noise study for all projects that have noise exposure greater than "normally acceptable" levels indicated in Figure 10A.

If noise exposure is greater than levels considered normally acceptable, some form of noise mitigation will have to be incorporated. The mitigation can be conventional insulation features, or techniques that require more complex building design and site layout. The City applies the standards of Title 24, Part II of the California Code of Regulations to all housing, thereby requiring an acoustical study if a proposed development will be located in an area exposed to a DNL (Day/Night Average Sound Level) in excess of 60 dB.

The Code requires mitigation to reduce the DNL to 45 dB in all habitable rooms.

- D. Develop guidelines for acoustical studies.

Uniform guidelines for the preparation of noise studies will help applicants understand City requirements for adequate acoustical evaluation.

- E. Include noise attenuation measures in new developments exposed to greater than “normally acceptable” noise levels.

Open space, building orientation and design, landscaping and running water can be used to buffer or mask sound. The Westside frontage on San Ramon Valley Boulevard is an example of an area where these techniques can be used.

- F. Discourage the use of sound walls.

The construction of sound walls will be considered where noise mitigation to acceptable levels by other means is not feasible.

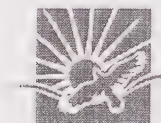
- G. Minimize the impact of new development on existing noise-sensitive land uses.

Proposed development can introduce potential noise sources, even when it is compatible with existing adjacent uses. An example is the handling of large trash bins for multi-family housing. Site design and/or screening techniques can help mitigate the resulting noise.

- H. Minimize noise impacts of flight operations on existing noise-sensitive development.

For example, the Bishop Ranch Heliport is located in central San Ramon, west of residential development. The City regulates its hours of operation, permitted number of flights, and flight patterns to reduce helicopter noise on residents.

Existing Noise Contours



Legend

- 75 Existing 1995 DNL Noise Contours *
- * (Day / Night Average Noise Level in Decibels)
- City Limits
- - - - Sphere of Influence

Figure 10B



Noise Element	10-5
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Future Noise Contours



Legend




-  Future DNL Noise Contours (Year 2010) *
- * (Day / Night Average Noise Level in Decibels)
-  City Limits
-  Sphere of Influence

Figure 10C



Appendix



Appendix

APPENDIX A

Ordinance No. 197

Ordinance of the City of San Ramon

Adopting The "Save Our Hills Initiative"

Without Amendment

The City Council of the City of San Ramon does ordain as follows:

SECTION 1: FINDINGS AND DECLARATION OF PURPOSE

The fundamental purpose of this initiative is to permit residential development and growth in the hill areas of the San Ramon Planning Area, while preserving and protecting the natural amenities which create San Ramon's high quality of life and make it a desirable place to live.

- A. The hills and ridges in the City's Planning Area contain significant natural topographical features which constitute a valuable physical and visual resource, and comprise a large portion of the natural open space and scenic resources of the community.
- B. The creeks within the City's Planning Area create an open space system that becomes a memorable and identifiable part of the urban fabric, and provides a visual amenity, drainage, and wildlife habitat.
- C. By retaining creeks in their natural state while still controlling flow, and by maintaining wooded slopes and ridgelines in their natural state, while recognizing and protecting private property rights consistent with the public health, safety and welfare, the community's natural and aesthetic qualities and visual identity can be preserved.

*The gardner had the soldier's place,
And his more gentle forts did trace.
The nursery of all things green
Was then the only magazine.
The winter quarters were the stoves,
Where he the tender plants removes.
But war all this doth overgrow:
We ordnance plant and powder sow.*

**"The Garden of Appleton House,
Laid out by Lord Fairfax in figure of a Fort"
by Andrew Marvell**

- D. The San Ramon General Plan recognizes the vital importance of the City's hills, ridges and creeks, and the habitat and open space area associated with them.
- E. In adopting the Resource Conservation Overlay Zoning District (RCOD), the City has attempted to protect those resources.
- F. However, subsequent planning efforts have brought to light flaws in the General Plan and RCOD which could lead to the loss of the very resources the RCOD was intended to protect:
 - 1) The General Plan permits significant exceptions to the RCOD in some areas of the City's Planning Area, notable in the area known as the "Westside".
 - 2) Because it is an ordinance, variances to the RCOD may be granted.
 - 3) The City Council may amend the RCOD if it desires.
- G. As a result, the General Plan and RCOD do not protect the hills, ridges, creeks and associated habitat areas and open space in the City's Planning Area to the full extent possible.
- H. Therefore, the specific purposes of this initiative are to eliminate the flaws that have come to light in the General Plan and RCOD, and to provide the maximum possible protection for the natural resources in the City's Planning Area, by:
 - 1) amending the General Plan to eliminate exceptions to the RCOD;
 - 2) amending new Resource Conservation Overlay provisions into the Conservation Element of the General Plan; and
 - 3) requiring that any significant amendments to the initiative or the Resource Conservation Overlay provisions be approved by the voters.
- I. This initiative does not, and is not intended to, prevent the City from developing General Plan amendments, Specific Plans, or other development plans for specific areas which differ from its terms. However, such General Plan amendments, Specific Plans or other development plans shall only take effect, if approved, by the majority of the voters of San Ramon.

- J. By providing for the long-term protection of the natural resources of San Ramon, this initiative creates important rights affecting the public interest, whose enforcement will confer a significant non-pecuniary benefit on the residents of San Ramon and environs, and the general public.
- K. The City of San Ramon has adopted a General Plan which provides a full range of housing opportunities consistent with Government Code section 65915.

SECTION 2: GENERAL PLAN AMENDMENTS

The San Ramon General Plan is hereby amended as follows:

A. Land Use Element

Implementing Policy 2.4 H. of the "Residential Areas" section of the Land Use Element is amended to read as follows:

"H. Westside Subareas

Prepare a Specific Plan for the undeveloped land prior to considering any development proposals. The Specific Plan shall, at a minimum, be in full compliance with the Resource Conservation Overlay provisions set forth in Section 8.2A of the Conservation Element of the San Ramon General Plan, and:

- Generally decrease density from at or near the top of the permitted density range along San Ramon Valley Boulevard to the lower end of the range in the western portion of the Westside subarea. The Westside Specific Plan shall encourage density transfers and transfer of development credits to accomplish this objective.
- Provide a generous open-space corridor of varying width along San Ramon Valley Boulevard to maintain the visual distinction between the Dublin and San Ramon urban areas to avoid the need for visible sound walls.
- Require contributions and/or dedication from developers for provision of community facilities and services.
- Provide infrastructure necessary to support the area and, also, benefit the entire City.
- Provide exact residential unit counts.

- Designate areas for public and quasi-public uses, such as churches, private recreational facilities and corporation yards.
- Specify geometric and alignment of new roadways.
- Adjacent to San Ramon Valley Boulevard, development shall be punctuated with open space and include attractive and differing architectural styles.
- Ensure consideration of the appropriateness of developing local serving retail in the area.

B. Open Space Element

- 1) Guiding Policies 3.1 A. through C. in the "Preservation of Natural Resources" section of the Open Space Element are amended as follows:
 - "A. Retain ridgelines and hillsides steeper than 20 percent slope as open space.
 - B. Preserve natural creek corridors.
 - C. Maintain natural woodlands.
- 2) Implementing Policy 3.1 D. in the "Preservation of Natural Resources" section of the Open Space Element is amended as follows:
 - a) "D. Where applicable, vigorously apply the Resource Conservation Overlay provisions set forth in section 8.2A of the Conservation Element of the San Ramon General Plan. In other areas, adopt resource protection regulations establishing ridgeline, hill and creek setbacks."
 - b) Delete the paragraph following implementing policy 3.1 D. which pertains to General Plan delineations of open space, the Ridgelines, Creeks and Trails Map, and resource protection regulations."

C. Traffic and Circulation Element

Within 120 days after the effective date of this initiative the City shall evaluate the necessity and advisability of the projected intersection improvement identified in Table 7 of the San Ramon General Plan and the freeway and arterial roadway improvements identified in section 6.2 ("Freeways and Arterial Roadways") of the Traffic and Circulation Element.

tion Element of the San Ramon General Plan, in light of the amount of development that will be permitted in the City's Planning Area, under Section 8.2A of the Conservation Element of the San Ramon General Plan, and shall amend the Traffic and Circulation Element if and as it deems appropriate.

D. Housing Element Summary and Housing Element

- 1) Implementing Policy 7.2 E. in the "Housing Sites" section of the Housing Element Summary is amended as follows:

"E. Prepare and adopt Specific Plans for the Westside and Dougherty Valley within the five-year time frame of the Housing Element program.

Land Use, Open Space, and Conservation Element policies establish the framework for specific plans to be prepared for the Westside and the Gale Ranch and Windemere portions of the Dougherty Valley prior to granting development approvals. These two areas are likely to be developed last in the Planning Area because of the necessity for developing those specific plans and the agricultural preserve contracts in force until 1991 and 1992."

- 2) Within 120 days after the effective date of this initiative ordinance, the City shall amend the Housing Element of the San Ramon General Plan so as to implement this initiative ordinance.

E. Conservation Element

- 1) Implementing Policy 8.1 E. in the "Creeks" section of the Conservation Element is amended as follows:

"E. Prohibit culverting or channelizing of creeks of significance to the City.

San Ramon has already lost significant creek reaches to channelization and culverts."

- 2) Implementing Policy 8.1 F. in the "Creeks" section of the Conservation Element, pertaining to developing standards for restoration of creeks following construction, is deleted in its entirety.
- 3) Implementing Policy 8.2 D. in the "Wildlife and Vegetation" section of the Conservation Element is amended as follows:

"D. Minimize removal of woodland habitat.

The Specific Plan for the Westside shall comply with the implement section 8.2A of the Conservation Element of the San Ramon General Plan."

F. Resource Conservation and Overlay District Policies.

A new section of the Conservation Element of the San Ramon General Plan, to be inserted as section 8.2A and entitled "Resource Conservation Overlay Provisions" is hereby adopted, as follows:

"8.2A Resource Conservation Overlay Provisions

The provisions of this section of the Conservation Element apply to all property over 500' elevation, portions of which have a natural gradient in excess of 10% (10 feet of vertical distance for each 100 feet of horizontal distance) and to property, portions of which are within 1000' of a Major or Minor Ridgeline. Determination of slopes over 10% shall be made through the creation of a slope analysis map at the scale of 1 inch equals 200 feet which indicates (1) the boundaries of the parcel, (2) elevations every 10 feet, and (3) the average slope for each 200 foot by 200 foot area throughout the parcel. Exemptions for specific areas of the City or its Planning Area may be proposed by the City through the initiative process.

The purpose of this section of the Conservation Element are to implement in greater detail the General Plan policies relating to protection of hills, ridges, creeks, wildlife habitat, open space and natural resources in the City's Planning Area. Its specific purposes are to:

- Maintain an environmental equilibrium consistent with existing vegetation, soils, slopes, and drainage patterns, and to preserve the natural topography, including creeks and associated habitat, swales, canyons, knolls, ridgelines, and rock outcrops, to the extent legally permissible.
- Avoid development that would result in unacceptable fire, flood, slide, or other safety hazards.
- Avoid unwarranted, high maintenance costs for public facilities.
- Provide a mechanism for flexible design of residential development projects in hillside areas so that development may be concentrated in those areas with the greatest environmental carrying capacity, and areas with low environmental carrying capacity developed at very low density or reserved as permanent open space.

- Encourage design of street systems and driveways that conform to natural contours and minimize extensive grading.

Definitions

The following words shall have the means set forth below.

- a. **“Creek”** is a water-course shown on the Ridgeline and Creek Protection Zone Map, dated May 24, 1988; adopted by the City Council and on file at the Planning Department (RCPZ Map). A reduced copy of the RCPZ Map is attached as Exhibit A.
- b. **“Hillside”** means a part of a hill between the summit and the foot with slopes of 10% or more.
- c. **“Hilltop”** means the highest elevation at the crest of a hill.
- d. **“Pocket Area”** means that land located between any parallel ridges which are separated by less than 1500 feet between ridge centerlines, measured horizontally.
- e. **“Ridge”** means an elongated crest or series of crests of a hill. Major and Minor Ridges are designated on the RCPZ Map.
- f. **“Ridgeline”** is a ground line located at the highest elevation of, and running parallel to, the long axis of a ridge.
- g. **“Ridge Centerlines”** are those ridgelines shown on the RCPZ Map, unless the Planning Commission approves a more precise delineation, based on topographic map with contours of land shown at intervals of not more than 10 feet.
- h. **“Riparian vegetation”** is vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

Implementing Policies

- A. Structures shall be prohibited in the following areas:
 - 1) land with an existing natural slope in excess of 20% with a minimum elevation differential of 40 feet and a minimum contiguous area of 3 acres,
 - 2) the crests of Major and Minor Ridges,

- 3) within 100 feet, measured vertically, of the centerline of a Major Ridge, or within 50 feet, measured vertically, of the centerline of a Minor Ridge; except that within pocket areas, the vertical ridge setback may be reduced 50% and buildings may project, measured vertically, up to 33% into the reduced ridge setback area on not more than 25% of the lots, upon the findings that (1) the pocket development will not have a significant visual impact on neighboring communities, and (2) such exceptions meet the intent of this section of the Conservation Element, or
 - 4) within 100 feet of the centerline of a creek or stream channel identified on the RCPZ Map plus an additional horizontal distance to be determined if by an approved drainage report. Under no circumstances shall a structure be located midslope or within the 100 year flood plain plus 1 foot of freeboard. Improvement within the setback areas shall be limited to open space and recreation.
- B. Density of lands on which structures may be built shall be limited to a maximum of 1 dwelling unit per 5 acres on slopes between 15% and 20%, and 1 unit per 1 acre on slopes between 10% and 15%. Within these density ranges, units may be transferred so as to create a relatively even density gradient from higher density on 10% slopes to lower density on 20% slopes, without increasing the total number of units. Areas on which structures are prohibited shall be credited with a density of 1 dwelling unit per 320 acres, which density may be exercised only upon transfer to a developable area.
 - C. Where structures are proposed within 1000 feet of a Major Ridge, the building pad shall be graded and building designed and built so that the structure maintains a low profile appearance and conforms to the natural grade of the hillside.
 - D. Alterations of existing natural or artificial contours of land shall be minimized. Any natural contour altered by grading shall be rounded and shaped, and revegetated to simulate natural terrain, unless on an individual site this would diminish open space or significant natural features of the site. Grading shall follow the natural topographic contours as much as possible.
 - E. Structures within the areas subject to this section of the Conservation Element shall be limited to a maximum height of 32 feet from the lowest to the highest points of the structure which are above the ground.

- F. Maximum street grades shall be 12%, and maximum driveway grades shall be 15%. Special streets such as one-way street, split-level streets, and dead-end streets, and minor variations from the grade standard, may be acceptable when variance from the grade standard may be acceptable when their use is justified by detailed engineering and traffic studies, upon finding that such streets and minor variations are necessary to achieve the purposes of this chapter.
- G. Building designs shall conform to the natural land form and enhance the character of the site, and should use the following techniques:
 - 1) The use of multi-level foundations (floor levels separated by a minimum of 4 feet) shall be permitted as a design for residential structures located on hillsides with slopes of 15%-20%.
 - 2) Rooflines shall relate to the slope and topography, and shall be as inconspicuous as possible. Flat roofs may be used.
 - 3) Second-story levels of structures, if any, shall incorporate a variety of bays, recesses overhangs, or setbacks, on the downhill side of the structure, so that the appearance of vertical mass and the visual impact on the surrounding area are reduced.
- H. Where natural building pads do not exist on a parcel, limited grading shall be used to create building pads so that structures are low in profile and do not require retaining walls or support structures. Exterior structural supports and undersides of floors and decks shall not exceed 12 feet in height, and shall only be used where the Planning Commission finds that: (1) no alternative type of construction is feasible, (2) grading to eliminate the need for such support structures would result in severe environmental damage and (3) no building area exists on the property which would eliminate or reduce the need for such supports. Where such support structures are used, the dwelling unit shall be limited to one standard story in height above the support structure.

Implementation by the Planning Commission and City Council

- a. The City Council, with the advice of the Planning Commission, shall update the RCPZ Map to include areas which were not included originally, but which are added to the City's Planning

Area. Ridges and Creeks in such new areas shall be determined and designated in the same manner as they were determined and designated in the RCPZ Map.

- b. The City shall adopt procedures for the implementation of this section of the Government Element. For the most part, such procedures have already been formulated and adopted, as part of Ordinance 129, adding the Resource Conservation Overlay District, Division 3 Chapter 1 to Title 3 of the San Ramon Municipal Code.
- c. The City Council, with the advice of the Planning Commission, shall designate areas where transferable density may be developed, consistent with the San Ramon General Plan.

SECTION 3: IMPLEMENTATION

- A. Upon the effective date of this initiative the City shall promptly insert the General Plan amendments made herein into the text of the General Plan.
- B. Within 120 days after the effective date of this initiative, all text, tables, maps, diagrams, and other parts of the General Plan or amendments thereto shall be amended if and as necessary to render them fully consistent with, and implement, this initiative.
- C. Within this period, if any alleged internal inconsistencies in the General Plan are presented to the City, the City Council, with the advice of Planning Commission shall adopt measures to clarify and resolve them as part of the process of implementing this initiative.
- D. Pending such amendment, as well as thereafter, the City, and its departments, boards, commissions, officers and employees, shall not grant any permit, approval or any other land use entitlement, or take any other action, which is inconsistent with the General Plan as amended herein or this initiative.
- E. The City Council may adopt subsequent amendments, revisions, and refinements to the General Plan and its maps, so long as such amendments are consistent with the terms and purposes of this initiative, and so long as the terms of this initiative are not amended thereby.

- F. The minimum parcel size limitations of this initiative shall not apply to parcels of record as of the date the Notice of Intention to Circulate this initiative is published pursuant to Elections Code sections 4003 and 4004. Such parcels may be developed with a maximum of one residential unit.
- G. This initiative is not intended, and shall not be applied or construed, to authorize the City to exercise its powers in a manner which will take private property for public use without the payment of just compensation therefore, but shall be interpreted, applied and implemented so as to accomplish its purpose to the maximum constitutionally permissible extent. If, despite the preceding paragraph, application of this initiative to a specific property of record as of its effective date would create a taking, the City Council may allow additional density or uses on said property, upon the following findings, which must be supported by a preponderance of the evidence in the record:
- 1) the level of additional development permitted is the minimum necessary to avoid a taking,
 - 2) no lesser level of development would be sufficient to avoid a taking, and
 - 3) no density transfer programs as authorized by this initiative or the law could be used to avoid a taking.

The findings required by this paragraph shall be based on full environmental review and economic feasibility studies which are circulated to the public in the same manner as a Draft Environmental Impact Report and included in the record.

- H. Any approval of additional development under the preceding paragraph shall be presented to the electors as an advisory measure (non-binding referendum).

SECTION 4: SEVERABILITY

If any portion of this initiative ordinance is hereafter determined to be invalid by a court of competent jurisdiction, all remaining portions of this initiative ordinance shall remain in full force and effect. Each section, subsection, sentence, phrase, part, or portion of this initiative ordinance would have been adopted and passed irrespective of the fact that anyone or more sections, subsections, sentences, phrases, parts of portions be declared invalid or unconstitutional.

SECTION 5: DURATION

This initiative ordinance shall remain in effect until 31 December 2010.

SECTION 6: AMENDMENT AND REPEAL

- A. No part of this initiative ordinance or the amendments made by it to the General Plan may be amended or repealed except by a vote of the electors of San Ramon.
- B. Nothing in this initiative ordinance is intended to limit in any way or to any extent the rights of referendum and initiative, or the availability of judicial review.

SECTION 7

This Ordinance shall take effect thirty (30) days from the date of its passing. Before the expiration of fifteen (15) days after its passage, this Ordinance shall be posted in three public places within the City of San Ramon along with the names of the members of the City Council voting for and against the same.



RIDGELINE AND CREEK PROTECTION ZONE MAP



Minor Ridgeline - 50 Ft. Vertical Setback Zone**

* Indicates values in this table which should not be presented under the provisions of Section 174(b)(3)

• Analysis & Interpretation are steps common with I think I am going to suggest that be required for any development program possibly and a little more of which I will go on to discuss the specific values required for this to be a TD

[illegible]

Exhibit A

APPENDIX B

FUNDAMENTAL CONCEPTS OF ENVIRONMENTAL NOISE

The following background information is provided to aid in understanding the technical aspects of noise.

Three dimensions of environmental noise are important in determining subjective response. These are:

- The intensity or level of the sound;
- The frequency spectrum of the sound; and
- The time-varying character of the sound.

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or hertz (Hz). Most of the sounds which we hear in the environment do not consist of a single frequency, but of a broad band of frequencies, differing in level. The name of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Surprisingly, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively de-emphasizes the importance of frequency components below 1000 Hz and above 5000 Hz. This frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and at extreme high frequencies relative to the mid-range.

The weighting system described above is called "A-weighting", and the level so measured is called the "A-weighted sound level" or "A-weighted noise level." The unit of A-weighted sound level is sometimes abbreviated "dBA." In practice, the sound level is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting characteristic. All U.S. and international standard sound level meters include such a filter. Typical sound levels found in the environment and in industry are shown in Figure 11A.

Although a single sound level value may adequately describe environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise is a conglomeration of distant noise sources which results in a relatively steady background noise having no identifiable source. These distant sources may include traffic, wind in trees, industrial activities, etc., and are relatively constant from moment to moment. As natural forces change or as human activity follows its daily cycle, the sound level may vary slowly from hour to hour. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities such as single vehicle passbys or aircraft flyovers, which cause the environmental noise level to vary from instant to instant.

To describe the time-varying character of environmental noise, statistical noise descriptors were developed. " L_{10} " is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L_{10} is considered a good measure of the maximum sound levels caused by discrete noise events. " L_{50} " is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time period; it represents the median sound level. The " L_{90} " is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period and is used to describe the background noise.

As it is often cumbersome to quantify the noise environment with a set of statistical descriptors, a single number called the average sound level or " L_{eg} " is now widely used. The term " L_{eg} " originated from the concept of a so-called equivalent sound level which contains the same acoustical energy as a varying sound level during the same time period. In simple but accurate technical language, the L_{eg} is the average A-weighted sound level in a stated time period. The L_{eg} is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is a change in the level of activity. Widening of roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the different response of people to daytime and nighttime noise. During the nighttime, exterior background noise levels are generally lower than in the daytime; however, most household noise also decreases at night, thus exterior noise intrusions again become noticeable. Further, most people are trying to sleep at night and are more sensitive to noise.

To account for human sensitivity to nighttime noise levels, a special descriptor was developed. The descriptor is called the DNL or L_{dn} .

(Day/Night Average Sound Level) which represents the 24-hour average sound level with a penalty for noise occurring at night. The DNL computation divides the 24-hour day into two periods: daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.). The nighttime sound levels are assigned a 10 dB penalty prior to averaging with daytime hourly sound levels. For highway noise environments, the average noise level during the peak hour traffic volume is approximately equal to the DNL.

The effects of noise on people can be listed in three general categories:

1. Subjective effects of annoyance, nuisance or dissatisfaction;
2. Interference with activities such as speech, sleep and learning;
or
3. Physiological effects such as startle or hearing loss.

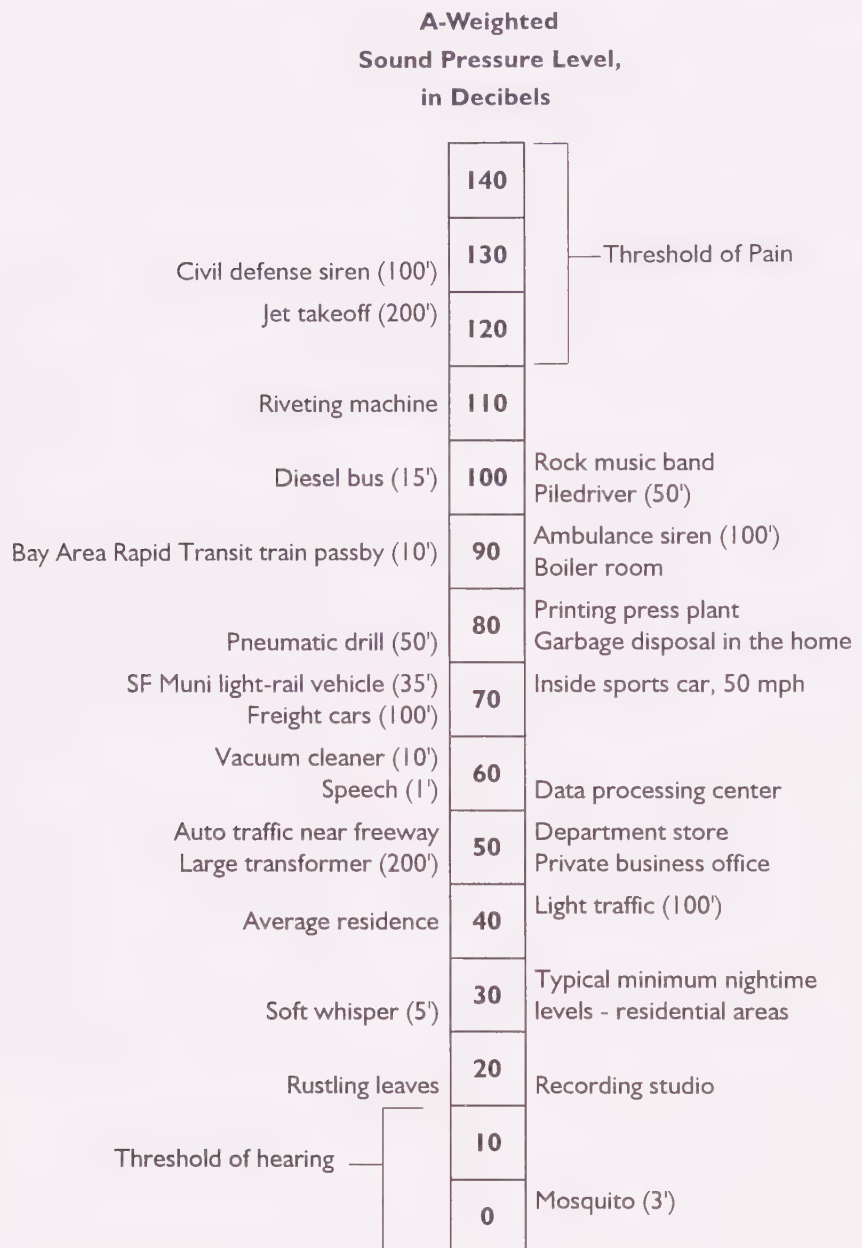
The sound levels associated with environmental noise usually produce effects only in the first two categories. Unfortunately, there has never been a completely predictable measure for the subjective effects of noise nor of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over time.

Thus, an important factor in assessing a person's subjective reaction is to compare the new noise environments to the existing noise environment. In general, the more a new noise exceeds the existing noise level, the less acceptable the new noise will be judged.

With regard to increases in noise level, knowledge of the following relationships will be helpful in understanding the quantitative measurements of noise:

- Except in carefully controlled laboratory experiments, a change of only 1 dB in sound level cannot be perceived.
- Outside of the laboratory, a 3 dB change is considered a just-noticeable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse community response.

Figure I I A: Typical Sound Levels Measured in the Environment and Industry



(100') = Distance in Feet Between Source and Listener

San Ramon General Plan

Glossary



Glossary

Acres, Gross: A measure of total land area of any lot including streets, parks and other land dedications.

Acres, Net: The gross area of a site excluding:

1. All public and private streets, and streets which provide primary and direct access to a public street.
2. Land which has been determined to be hazardous or unbuildable, based on the City's grading ordinance, the Resource Conservation Overlay District, and Ordinance 197.
3. Land within any existing or planned drainage easement.
4. Schools and parks or other facilities dedicated for public use.

*'Twas brillig, and the slithy toves
Did gyre and gimble in the wabe:
All mimsy were the borogoves,
And the mome raths outgrabe.*

"Jabberwocky"
by Lewis Carroll

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including utilities.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution: Concentrations of substances found in the atmosphere which exceed naturally occurring quantities and are undesirable or harmful in some way.

Alquist-Priolo Earthquake Fault Zoning Act, Earthquake Fault Zone: A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment: A separate suite, not owner-occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Architectural Review: Regulations and procedures requiring the placement and exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historical character, and/or style of surrounding areas.

Arterial: A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

Assessment District; Benefit Assessment District: An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued

to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

BAAQMD: Bay Area Air Quality Management District

Base Flood: A 100-year flood that has a 1% likelihood of occurring in any given year.

Basic Routes: All local roads not designated as Routes of Regional Significance.

Below-Market-Rate (BMR) Housing Unit: Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income".

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Biotic: Of, or relating to life; caused or produced by living organisms.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

borogrove: A thin, shabby-looking bird with its feathers sticking out all around, something like a live mop.

brillig: Four o'clock in the afternoon, a time when broiling things for dinner begins.

Buffer Zone: An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building: Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, or property of any kind.

Building, Maximum Height: Shall be measured as the vertical distance to the highest point of the roof top of a flat roof or a mansard roof, or to the average height of a pitched or hipped roof measured from that plane connecting the highest and lowest portion of the lot abutting and outside the perimeter of the building footprint. Any fill of any depth or composition beneath or abutting the exterior perimeter of any building shall be included in the calculation of height.

Business Services: A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

California Environment Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvement Program (CIP): A program, administered by the City which schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the City. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon Dioxide (CO₂): A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

Carbon Monoxide (CO): A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

Circulation Element: One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares and transportation routes correlated with the Land Use Element of the General Plan.

City: City, with a capital "C", refers to the City of San Ramon; when used with a lower case "c" it means any city.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than typically permitted, or are attached, with the purpose of minimizing grading and retaining open space areas.

Collector Street: A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

Combined Sewer/Combination Sewer: A sewerage system that carries both sanitary sewage and storm water runoff.

Commercial: A land use classification which permits facilities for the buying and selling of commodities and services.

Commercial Strip: Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility: Senior housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the State Department of Housing and Community Development for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et. seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours. (See "Ldn.")

Community Park: A park or facility developed primarily to meet the requirements of a large portion of the City. The location serves an area within a three mile radius. The size is generally from six to 60 acres.

Community Redevelopment Agency: A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 471, effective June 5, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care: Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation: The management of natural resources to prevent waste, destruction or neglect. The State mandates that a Conservation Element be included in the General Plan.

Conservation Element: One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a General Plan and implementation measures such as the Zoning Ordinance.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Creek: A natural stream of water normally smaller than and often tributary to a river which may be shown on the City's Ridgeline and Creek Protection Zone Map, dated May 24, 1988.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of: Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density: The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per net developable acre. (See "Acres, Gross," and "Acres, Net.")

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. The State regulates the types of development that are entitled to a density bonus. Two examples are (1) a housing development that provides 20% of its units for lower income households; and (2) 10% of its units for very low-income households. (See "Developable Rights, Transfer of.")

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer: A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Destination Retail: Retail businesses that generate a special purpose trip and which do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. In the other type, most often called a **Retention Pond**, the water is held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Land: Land which is suitable as a location for structures and which can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer: An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as "development."

Development Fee: (See "Impact Fee.")

Development Rights: The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Discretionary Decision: As used in CEQA, an action taken by a governmental agency which calls for the exercise of judgement in deciding whether to approve and/or how to carry out a project.

Duet: A detached building designed for occupancy as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

Duplex: A detached building under single ownership which is designed for occupancy as the residence of two families living independently of each other.

Dwelling Unit: One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future).

Easement, Scenic: A tool that allows a public agency to use land for scenic enhancement, such as roadside landscaping or vista preservation.

Ecology: The interrelationship of living things to one another and their environment; the study of such interrelationships.

Ecosystem: An interacting system formed by a biotic community and its physical environment.

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, objects of historic or aesthetic significance." This General Plan uses environment to include also social and economic conditions.

Environmental Impact Report (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS): Under the National Environmental Policy Act of 1974, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Erosion: The loosening and transportation of rock and soil debris by wind, rain, or running water.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils which swell when they absorb water and shrink as they dry.

Family: (1) Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census); (2) an individual or a group of persons living together who constitute a housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind (California).

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted. An "active" fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A "potentially active" fault is one that shows evidence of surface displacement during Quaternary time (the last 2 million years).

Federal Emergency Management Agency (FEMA): A federal agency that provides disaster relief when cities, counties, or the State cannot respond. FEMA provides a variety of relief programs, including, but not limited to temporary housing, financial assistance, and disaster preparedness information to private individuals, small businesses and local public agencies.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

Fire-resistive: Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1%, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the premium risk zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a 1% chance of flooding in any given year is designated as an area of special flood hazard by the Federal Insurance Administration.

Floor Area Ratio (FAR): The net floor area of a building or buildings on a lot divided by the lot area or site area. For example, on a site with 10,000 net sq. ft. of land area, a floor area ratio of 1.0 will allow 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. of building area.

Freeway: A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Freeways generally are used for long trips between major land use generators. Major city streets cross over or under freeway lanes.

Gateway: A point along a roadway at which a motorist gains a sense of having left one destination and of having arrived at a new and distinct destination. Gateways often exist at city boundaries.

General Plan: A compendium of a city's or a county's policies regarding its long-term physical, social, and economic development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code § 65301 and adopted by the City Council. The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological: Pertaining to rock or solid matter.

gimble: To make holes like a gimlet.

Goal: A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Granny Flat: (See "Second Unit.")

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Group Quarters: A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities.

Growth Management: The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines: General statements of policy direction for which specific details may be later established.

gyre: To go round and round like a gyroscope.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped: A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Highway: High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillside: Land which is part of a hill between the summit and the foot with slopes of 10% or more.

Hilltop: Land which is the highest elevation at the crest of a hill.

Historic; Historical: An historic building or site which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such times as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation: A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Hotel: A structure in which there are five or more guest rooms or suites where lodging with or without meals is provided for compensation and where no provision is made for cooking in any individual guest room or suite.

Household: All those persons, related or unrelated, who occupy a single housing unit. (See "Family.")

Housing and Community Development Department of the State of California (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government which administers housing and community development programs.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile

home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons: A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impact: The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code § 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a vacant parcel of land.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Ingress/Egress: The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

In Lieu Fee: (See "Dedication, In lieu of.")

Institutional Use: (1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature which cannot be considered a residential, commercial, or industrial activity. These uses in San Ramon are often referred to as "Public/Semipublic."

Intermittent Stream: A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Issues: Important unsettled community matters or problems that are identified in a general plan and dealt with by the plan's goals, objectives, policies, plan proposals and implementation programs.

Land Banking: The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landfill, Sanitary: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Landmark: Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, State, or federal government. A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained permanently to enhance a site or roadway.

Landslide: A general term for a falling mass of soil or rocks.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Land Use Element: A required element of the General Plan which uses text and maps to designate the future use or reuse of land within a given jurisdiction's Planning Area. The Land Use Element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Land Use Regulation: A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream, as perceived by motorists. The conditions are generally described in terms of factors such as speed, delay, freedom to maneuver, comfort, convenience, and safety. Six levels of service are defined with letter designations from A to F, with A representing the optimal condition and F representing the worst.

Level of Service A: Represents free flowing traffic, with little or no limitation on vehicle movement or speed with most vehicles arriving at a signal during the green phase.

Level of Service B: Describes a stable flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably stable flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. The number of vehicles stopping at an intersection is significant, although many still pass through an intersection without stopping.

Level of Service D: Represents high-density, but stable flow of traffic; speed and freedom to maneuver are restricted. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. Congestion becomes more noticeable with many vehicles required to stop.

Level of Service E: Operating conditions at or near the capacity level. Traffic is characterized by slow movement, frequent stoppages, and operations in an unstable flow of traffic. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. The high delay values are considered the limit of acceptable delay.

Level of Service F: Describes unsatisfactory stop-and-go traffic operations which define forced breakdown in flow conditions. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by long queues. The high delay levels are considered unacceptable to most drivers, with traffic flow rates exceeding the capacity of the intersection.

Linkage: A program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo): A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special

districts or cities, consolidation of districts, and the merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. LAFCo members generally include two county supervisors, two city council members, and one member representing the general public.

Local Street: A street which primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

Lot: (See "Site.")

Low-income Household: A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

Manufactured Housing: Houses which are constructed entirely in the factory, and which since 1976 have been regulated by the federal Manufactured Home Construction and Safety Standards under the administration of the U.S. Department of Housing and Urban Development. (See "Mobile Home" and "Modular Unit.")

Marsh: Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Median Income; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, "area" means metropolitan area or non-metropolitan county.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

mimsy: Flimsy and miserable.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development for the Section 8 housing program. (See "Low-income Household.")

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis for future movement. (See "Mobile Home" and "Manufactured Housing.")

mome: From home.

Motel: A structure in which there are five or more guest rooms or suites where lodging with or without meals is provided for compensation. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Neighborhood Park: A park or playground developed primarily to serve the recreation needs of a small portion of the City. The location serves the area within one half mile radius of the park. The park improvements are usually oriented toward the recreation needs of children. The site is generally from two to ten acres depending on the nature of the service area.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise: Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise is simply "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element: One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use: A use of a structure of land that was lawfully established and maintained, but which does not conform with the use regulations or required conditions for the district in which it is located by reason of adoption or amendment of local ordinance or by reason of annexation of territory to the City.

Office: General business offices, medical and professional offices, administrative offices or headquarters for large wholesaling or manufacturing operations, and research and development. Examples of office use include architectural, computer software consulting, data management, engineering, interior design, graphic design, real estate, insurance, investment, and legal services.

Official County Scenic Highway: A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Element: One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space: Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

outgrabe: Between billowing and whistling, with a kind of sneeze in the middle.

Overlay: A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone: A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Paratransit: Refers to transportation services which operate vehicles, such as buses, jitneys, taxis, and vans, for senior citizens and/or mobility-impaired persons.

Parcel: A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking Area, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Ratio: The number of parking spaces provided per gross floor area, gross square feet, or the number of beds or bedrooms in a residence.

Parking Space, Compact: A parking space (8.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in San Ramon based on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually nine feet wide by 19 feet long.

Parks: Open space lands whose primary purpose is recreation. (See "Community Park" and "Neighborhood Park.")

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours duration.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services: Services of a recurrently needed personal nature. This includes, but is not limited to, barber and beauty shops, massage, tanning, seamstress, tailors, shoe and luggage repair, dry cleaning agencies (excluding plants), photo-copying, and self-service laundries.

Planning and Research, Office of (OPR): A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting general plans.

Planning Area: The Planning Area is the land area addressed by the General Plan. San Ramon's Planning Area boundary is coterminous with its Sphere of Influence boundary, encompassing land both within the City Limits and land that is considered to have an impact on the City.

Policy: A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point Source: Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point Source: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as sewer outfall, a smokestack, or an industrial waste pipe.

Preserve: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve.")

Principle: An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (§ 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices: Buildings providing offices for professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Public and Semi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Ranchette: A single dwelling unit occupied by a non-farming household on a parcel of five to 20 acres which has been subdivided from agricultural land.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

rath: A green pig.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recreation, Active: A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football, and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity which does not require the use of organized play areas.

Recycle: The process of extraction and reuse of materials from waste products.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regional Park: A park which has been developed with a wide range of improvements usually not found in local community or neighborhood facilities to meet the needs of the entire City population. The location serves an area within a 30-minute driving time radius and the size is generally larger than 75 acres.

Residential: Land designated in the General Plan and Zoning Ordinance for buildings consisting of dwelling units. May be vacant or unimproved. (See "Dwelling Unit.")

Residential, Multiple Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family: A single dwelling unit on a building site.

Resources, Non-renewable: Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Retrofit, v.: To add material and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare: A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridge: An elongated crest or series of crests of a hill.

Ridgeline: A ground line located at the highest elevation of and running parallel to the long axis of the ridge.

Ridge Centerline: Ridgelines shown on the Ridgeline and Creek Protection Zone Map, unless the San Ramon Planning Commission approves a more precise delineation, based on topographic maps with contours of land shown at intervals of not more than ten feet.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Lands: Lands which are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Riparian Vegetation: Vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

Routes of Regional Significance: Roadways which generally serve as a means of travel across Contra Costa County, or between Contra Costa County and adjacent counties.

Runoff: That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sanitary Sewer: A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System".)

Scenic Highway Corridor: The visible area outside of a highway's right-of-way, generally described as "the view from the road."

Scenic Highway/Scenic Route: A highway, road, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways Element.

School District Lands: Properties owned by public school districts and used for educational, recreational, and administrative purposes.

School Park: Land owned by a school district and designated under special agreement with the City's Parks and Community Services Department for joint development, operation, or maintenance by both agencies to meet recreation needs of the general public and school students' recreation needs. The site may supplement the City park system in areas where park sites are limited or not available. Improvements are similar to those found in the typical neighborhood park. No criteria for this type of facility has been established.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat".

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30% of the household's adjusted gross monthly income. "Section 8" includes programs for new construc-

tion, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Senior Housing: Typically one- and two-bedroom apartments designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Seniors: Persons age 60 and older.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback Line: A line within a lot parallel to a corresponding lot line, which is the boundary of any specified front, side, corner side or rear yard, or the boundary of any public right-of-way whether acquired in fee, easement or otherwise, or a line otherwise established to govern the location of buildings, structures or uses. Where no minimum front, side, corner side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot line. The line is a horizontal distance measured from the respective property line.

Settlement: The drop in elevation of a ground surface caused by settling or compacting. Differential settlement is uneven settlement.

Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by 1566.3 of the California Health and Safety Code.

Shopping Center: A group of commercial establishments, planned, developed, owned, or managed as a unit, with off-street parking provided on the site.

Sign: Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation: (1) The accumulating deposition of eroded material, or (2) the gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached: A building containing two dwelling units with each unit having its own foundation on grade.

Single-family Dwelling, Detached: A building containing one dwelling unit on one lot.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

slithy: Lithe, slimy and sly.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as the natural medium for growing land plants.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Special Recreation Areas/Facilities: Public or private lands and/or facilities leased to the City and/or operated by the Parks and Community Services Department to meet public recreation needs. Recreation opportunities are generally limited and may have permit or other restrictions on their use. No standard for this type of facility has been established.

Specific Plan: A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence: The probable ultimate physical boundary and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Staging Area: A park facility developed with minimal recreation facilities that provides access to open or natural areas for hiking and equestrian uses. These areas may be developed in conjunction with other park facilities.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water. Also referred to as "urban runoff."

Street Furniture: Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Structure: Anything constructed or erected which requires a location on the ground, including a building or a swimming pool, but not including a fence or a wall used as a fence, if the height does not exceed six feet, or access drives or walks.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.

Subdivision Map Act: Division 2 (Sections 66410, et. seq.) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional: Pertaining to a portion of a region.

Subsidence: The gradual sinking of land as a result of natural or artificial causes. (See "Settlement.")

Substandard Housing: Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Suburban Development: Areas that are characterized by a prevailing low-density development pattern. Suburban development is generally less than three stories in height and residential lots vary from

6,000 square feet up to two to three acres. Population densities in suburban areas fall within a wide range, from about 1,000 to 7,500 persons per square mile (1.5 to 12.0 people per acre).

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20% to be used to increase the supply of very low- and low-income housing.

Topography: Configuration of a surface, including its relief and the position of natural and man-made features.

toves: Animals that are half toads and half doves.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system. (See "Transit, Public.")

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not have access to or own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the elderly, and the poor.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to: (1) reduce the number of persons per vehicle; (2) reduce the number of persons who drive alone on the roadway during the commute period; and (3) increase the use of carpools, vanpools, buses and trains, and walking and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on utilizing existing highway and transit systems more efficiently, rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted--usually in medians or along streets--to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (origin, often from home, but not always), and one "attraction end" (destination). (See "Traffic Model.")

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use of a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Undevelopable: Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City, and are thus designated as undevelopable by the City.

Uniform Building Code (UBC): A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Development: Development that requires municipal services, such as water and sewer. Although a community may be characterized by a prevailing low-density development pattern, it is considered urban when water and sewer services are provided by utility districts.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of planning, architecture, and landscape architecture.

Urban Limit Line: A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging sprawl by containing development during a specific period; its location may be modified over time.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urban area.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors: Right-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant: Lands or buildings which are not actively used for any purpose.

Variance: A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the Zoning Ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zoning district.

Very Low-income Household: A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

View Corridor: The line of sight (identified as to height, width, and distance) of an observer looking toward an object that is significant to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as V/C . At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

wabe: The grass plot around a sun-dial because it goes along way before it and a long way behind it.

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation: The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewer systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake or reservoir.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between an owner of land and (usually) a

county whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a traffic model, land areas are divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits, such as preservation of greater-than-the-minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level, are included in the project.

Zoning, Inclusionary: Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

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Kevin Levesque (Photographs)
Lee Eder (Illustrations)
Gates & Associates

The City's Planning Services Department extends its sincere appreciation to the members of the General Plan Update Committee, who contributed countless hours of work in updating the General Plan. A very special thanks goes to Dee Steinbrenner and members of the wordprocessing staff who had the patience to type, retype, format, and reformat the text numerous times as it made its way through the review process.

Amendments



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